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SOJOURNING IN STYRIA.

NOTES BY THE WAYSIDE.

UNCOMFORTABLE TRAVELING—THE TOWN OF STEYER—HOW TRADES GROW—THE STORY OF WERNDL, THE GUN-MAKER.

Special Correspondence of the New-York Times.

STEYER, Monday, July 28, 1873.

I have a fair share of the gregarious tendencies of our race, and have certainly never seen the charms in the face of solitude which sages were supposed by Alexander Selkirk to discover there; but the idea of being packed into a steam-boat with hundreds of my fellows, "their wives and families," and grilling a Summers' day on the Danube, did not strike me as particularly fascinating, even though 'twere to be "received by the burgomaster of Pesth" and jubilant felicitations of the multitudes at the close of it. In fact, I resolved not to go to the capital of Hungary with the jurors who started on Saturday morning on the invitation of the municipality.

UNCOMFORTABLE TRAVELING.

Especially was I moved to that resolve by the perusal of a small paragraph in a local paper, which stated that, owing to the lowness of the Danube, they would only use small steamers for the excursionists. The local mover-on-er was much exercised over the problem how 500 people were to be condensed into the space intended for 350. I could have told him. It is to be done by having a fan beating on the back of your head, behind, your beard intermingling with the hair of the chignon in front of you, your neighbor's elbow being in your sides or yours in his, while you engage in a furtive contest to tread on his feet instead of permitting him to walk on yours; it is to be done by arousing the worst passions of our nature, making you hate your neighbor as you hate yourself for being so foolish as to be found "*dans cette galèreci*;" it is to be done as managers of excursion-trains and "pleasure parties"—Lord forgive them their cruel mockery!—know full well, by a complete disregard of all the conditions of comfort and of all the physical laws of organized matter except its compressibility. There is a frightful sun blazing over Europe now, as if to punish the people who, all during the Winter and long Spring, spread reports as to his failing powers and constitutional disturbances. The thermometer was 26°, Réaumur, in the shade, the day the jurors started; so I read in my cool room, looking out on the Styrian Alps, and not all the burgomasters in Germany and Austria, nor all the flags and "Eljens" in Hungary, nor all the banquets of Pesth and Ofen, nor all the picnics, *déjeuners*, dinners, dances, whether chardashes or non-chardash, to the music of Hungarian gypsies, or the Town Council, could make up for the loss of temper caused by being driven like one in a flock of sheep, with people who were strangers to you and to each other, in such frizzling weather, through the dirty, shadeless streets of Pesth, especially when one knew everything that was to be seen in the place.

HUNGARIAN HOSPITALITY.

I do not attempt to *deniger* the very generous and handsome hospitality of the most hospitable of races, or to say one word disparaging the fêtes given by the Hungarian capital to the International Jurors. I have not the least doubt that the warmth of the reception will make amends for the heat of the weather, and that the novelty of the scenes, the intrinsic interest of the objects, and the efforts of the hosts to please their guests during this visit, will render these "three days of July" among the most agreeable of the jurors' lives. The idea was good, the intention excellent, and the result will, let us hope, be satisfactory to all, and above and before all, to those who have been at the expense and trouble of organizing the demonstration, which cannot fail to cost a considerable sum of money to the Hungarians.

THE TOWN OF STEYER.

But here am I, in Steyer, a place but little visited and which deserves visiting. Germans come here, but traveling foreigners rush past. There are not twenty English or Americans who halt here to break their journey, although the historical associations of the town and its pleasant position at the junction of the Speyer and Ems are fortified in their attractions by a very clean, comfortable hotel, (Crammer's,) where the landlord's pretty and intelligent daughter is prepared with French and English to help foreigners in distress by reason of the Styrian dialect of the *naltaille*, and by every facility for charming excursions. There are several other hotels in the town, but as usual the guide-books omit the name of the best. There is an ancient church—two, for the matter of that—and an ancient castle, of course, and over the way there I can see houses which must be 300 years old. But I did not come to Steyer to look at Old World relics, but to visit a brand new factory. Herr Werndl, the President of the third section of group 7, which deals or dealt with *luxus waffen*, or fowling-pieces, sporting-rifles, swords, revolvers, had asked me down to see his works, and accordingly, just as my brother jurors were preparing for their expedition to Pesth, I awoke in Steyer, having left Vienna from the West Bahn at 4:45 P. M., and reached my destination about 10 o'clock P. M. It is on the branch line which opens up the valley of the Ems and the tremendous defile of the Geishaud to Bruck Villach, and passes through the most beautiful Alpine scenery, as yet little known to any but indigenous tourists, or to enterprising Germans, a district rich in streams, mountains, forests, castles in ruins, snow-peaks, and above all, in ores and mineral wealth worked since the time of the Romans.

HOW TRADES GROW.

Although in the United States an industry thinks nothing of growing up like Jonah's gourd and attaining respectable dimensions in any place it likes in a few months, it is otherwise in Europe, where, a particular trade generally clings to one spot, and where we find that even when it is largely developed so as to change the whole character of a district, the germs of the special growth may be traced to an ancient date. Of course there are exceptions. Cotton, tobacco, silk, &c., have created cities and communities in new sites. But if we come to any metal industry, such as that of Solingen for swords or Sheffield for steel, we discover that there were establishments for working at that trade existing for generations, and in some cases that the craft has been exercised on the spot since the time of the Romans. Time out of mind the dwellers by the banks of the Steyer have pursued the calling of Tubal Cain. The mountains of Styria are, as I have said, rich in ore, above all of iron, and the Steyer, fed by the Alpine snows, furnishes the power to turn thousands of wheels along its course. The villagers were forgers and iron-workers in detail in times gone by, the members of the family working together, each addicted to some one branch of the trade—armorers, spear and lance-head makers, nailers, file-cutters, knife and sword and scissor makers, gun-barrel and lock-makers—by hereditary right, as the Lambergs, lords of the valley, were grand chamberlains and grand veneurs. Some twelve or fifteen years ago the son of a master manufacturer of arms on a somewhat larger scale than his fellows, for he employed twenty or thirty workmen, sent his son into the world to look about him and to gather up knowledge.

WERNDL ON HIS TRAVELS.

The young Werndl, who is now some forty-two years of age, was and is a man of no ordinary stamp. To begin with, he is nearer to seven feet than six feet in height, and is cast in the massive mold of those Styrian mountaineers, with enormous breadth of back and length of leg and arm. His look is full of decision—his action replete with startling energy. Not a word of any tongue but German does he know, and that is the German of Styria, which is a puzzle to a Prussian and an unknown tongue to a Hanoverian. But he speaks all languages by means of the most wonderful gesticulations. He drives his meaning into you with his fore-finger, and if your head does not receive it your ribs must. He went out in the world to learn—a shrewd, hard-headed, resolute fellow, with a practical knowledge of his business and great mechanical ability, and without the smallest education of any kind, as the word is used. He traveled through Germany and England, visited the United States during the civil war, and was, I think, engaged in the Federal Army for a short time; but he certainly visited every place where there were work-shops and machinery, and he soon saw how the Steyer could be made a very Pactolus. On his return the little work-shop expanded into a factory, and the workmen saw strange engines set up, and Yankee ingenuity displayed itself to ignorant and unwilling eyes. He went to the East, visited Constantinople and Turkey, and got orders for arms. Another work-shop was built—more machinery imported—he worked on.

RESULTS.

The result I saw to-day. When the Austrian Monarchy was struck out of the map of Germany by the Treaty of Nitholsburg and Prague, the Austrians bethought them that they had not been wise in encountering the breech-loader with the muzzle-loader, and they set about seriously to rearm. Their troops had seen the Prussian soldiers in Schleswig-Holstein, and their generals had reported on the Zundnädelgewehr; but it needed a great calamity to rouse the Austrians. Bismarck precipitated matters just as they were beginning to think about breech-loaders. In 1866-7 they adopted a system of conversion called the Wanzl, which gave them but an indifferent arm. Werndl produced an arm which possessed the merit of being simple, light, and effective; and after much difficulty and opposition he succeeded in introducing it to the notice of the Government. It is now the recognized Austrian rifle, and is used throughout the service. Every one interested in such matters knows the principles of its construction, and no more need be said on that head. Steyer is a Sleepy Hollow sort of place—a long, stony, crooked main street, and lanes from it clambering up toward the Castle, or rambling off into the country. But a drive of a few minutes over a wooden bridge, beneath which flows the main branch of the Steyer, transports you to a very different scene.

THE WORK-SHOPS.

These begin, indeed, before the bridge is crossed, and there will soon be more of them, for hundreds of laborers are at work on swimming-schools and baths, which Werndl has purchased, and is converting into factories. The Steyer is tapped to turn the wheels, and the courses of its waters are crossed from one island to another by bridges and foot-planks, beneath which the streams push light and strong. The work-shops, nine in number, are called "Objects." In No. 1 we found 130 men at work. There were six furnaces for heating iron from the molds, and six hammers worked by water-power; and, as Werndl has got an order for 160,000 Manser rifles from the Prussian Government, in addition to his ordinary work for his own Government, the works were in full play. Lance-heads and bayonets, heel-plates, dog-heads, lock-plates, ramrods for cleaning, bayonet-sheaths, the small parts of the locks, and the rings for the barrels, sights, &c., were being forged, hammered, filed, and ground by the workmen, each with his separate box and wheel or other apparatus by his side. There were 270 men engaged in this "Object"—strong, vigorous men. In No. 2 "Object" the same labors were continued on a larger scale, and the burnishing and polishing of the articles brought from No. 1 in the rough here commenced. There are 350 men in the three stories of which the building consists. The Austrian Minister of War, Field Marshal Lieut. Von. Kuhn, who is on his tour of inspection, was going through this "Object" at the time of my visit, accompanied by Mr. Werndl, but the brother of the latter and the intelligent foreman gave ample information. In No. 3 "Object," where 270 men were engaged, the work was still further advanced, and hand-labor began to have its share in the adjustment and finish of the locks. In No. 4 there were only a few men, busy with the rough work of file-making and preparing the machinery for the others. "Object" No. 5, a three-storied building, is devoted to the fine rifle-boring and further finish of the barrels, and 200 men were attending to the machinery. "Object" No. 6, a very large shop, is being fitted up for steam-power, (a 60-horse engine,) for, ample as the Steyer looks now, it is sometimes run down very fine, and Werndl does not wish to stop his works for want of power. Here the wood-work begins, and mounds of rough balks were being fashioned by the ingenious machinery, with which we are familiar, into stocks for rifles. In the upper story they are brought to a more perfect state, and in the third story all that machinery can do is finished. The names of Crompton, Worcester, Mass.; Dudley, Leeds, England, &c., are to be seen on many of the machines, but I observed that there were many also which have been patented as inventions by Werndl's Company, for he is now at the head of a *Gesellschaft*.

In Nos. 7 and 8 there were 280 men engaged in fitting the stocks, locks, and the breech pieces, and in No. 9 the arms are finished and the barrels proved; but the dinner hour, 11 o'clock, had now arrived, the levers were raised, the water was running idly beneath our feet, and the halls were silent. I was not sorry. Every one knows how confusing are the noise and clang of such places—the whirr of wheels, the thud of hammers, the beating of anvils, the harsh whiz of the grinding-stones, and the rasp of files. The day was hot, and the furnaces inside were stifling, but the men did not seem to mind it, and smoked away as they attended to their labors, except in the wood "Objects," where the pipe is tabooed. They are mostly natives of Steyer, but Germans and Bohemians are also employed. They are paid generally by piece-work, and can make about £2 a week, if skilled and laborious. At present the works turn out about 2,000 rifles a week, but they can produce 5,000 a week. In these factories, and in that at Letten, about three and a half miles higher up the river, there are now 2,000 men engaged. Having gone over the "Objects" we re-entered our carriages, and, in company with Mr. Werndl, Jr., one of the head men, a relative of the Werndls, and Mr. Markch, a very intelligent young employe, drove up the charming valley by the side of the river to Letten, which is a succarsale of the works at Steyer, and belongs to the company. The place consists of two work-shops at opposite sides of the river, which is crossed by a wooden bridge, of a large house for the head-man, and cottages for the workmen, who prepare wood for stocks and fuel, and make the large rough castings and tools.

FLY FISHING IN THE STEYER.

While the frau was getting breakfast ready, our appetites were quite prepared. I took my fishing-rod and put up a cast of flies, to the wonder and amusement of my companions, who perhaps were sorry the lunatic asylum was not handy. I crossed the stream by the bridge to a spot where the stream, escaping from a water-wheel, joined the main current, below a dam across the river, which is made to control the wood rafts, and after a preliminary flourish or two drew my pet green-bodied red hackle, with a partridge wing, across the dancing current boiling in round eddies from the pool. "Whish! away goes the reel; you have caught a log," quoth a scoffer. But a splash on the top of the water shamed and almost frightened him. I had no landing-net and the bank was high; but by a little management I had a grayling over a pound in weight floundering in the grass in ten minutes. And I was soon the centre of a semicircle of wonderers, if not admirers. Again! and at the second throw, the grayling had a companion in misfortune—a half pound trout—a very beauty of color an form. To make a long story short, (having taken two graylings at once, when I mounted a second fly,) there lay fourteen fine fish on the kitchen-table when we were at breakfast, to the amazement of the natives, who were only acquainted with nets, worms, and grasshoppers. A young Prussian officer, who is stationed here to inspect the works for his Government, who joined us, expressed sentiments which would have opened any angler's heart, and I presented him with a dozen of flies and a casting-line and some gut, on the spot. I hope they will do him good. And note. Trust not the most Arcadian simplicity and honesty in the matter of fishing-tackle. I left my rod outside the door. When I went out the tail-fly and half the cast were gone. I thought it wrong to pain my hosts, and so "confounded" an innocent pointer which stood wagging his tail at his master. "It is he who broke my line, no doubt." However, we could not find the fly in his tail.

FISHING AND SPORTING IN STYRIA.

My vanity was soon rebuked by young Mr. Werndl. "I have sent for our fisherman," said he, "to show you some trout." We went to a paling by the side of the river, and entered an inclosure about thirty feet square, in which was a wooden tank with three feet of water from the river. On raising the lid there were revealed about forty trout, ranging in size from one pound to three pounds. The fisher, with a long-handled landing-net, stirred up the sand at the bottom, and in a sweep brought up half a dozen fish, a little out of color, but plump as butter, for they are fed regularly. There were many over two pounds, and several three pounds and something over. The river has them up to six pounds, and there are grayling of three pounds, and in the lower reaches, near the Ems, there are huchen (salmo hucho) of twenty pounds and upward, but there are no salmon, as is natural in a stream which flows into the Ems. The proprietors are not at all disposed to be liberal in granting leave, but here and there one can obtain it. The woods abound with red and roe deer, and chamois are very numerous. The bears have been "worried" down and out. Of small game, there are black-cock, coq de bruyère, pheasants, partridges, woodcock, snipe, quail, and, with leave, a sporting stranger would find Styria a happy hunting-ground.

THE CULTURE OF TROUT.

On our return home we stopped at Mr. Werndl's house, which is half a mile outside the town. It is a mansion of modest dimensions, with about two acres of garden and shrubbery, fenced in with a wooden paling from the roadside, and bounded on the other side by the river; but outside the inclosure are objects well worth a visit, by those who take interest in such matters. The Steyer hereabouts flowed through a low-lying strip of land, which it often flooded—in fact the land was almost a morass. Werndl bought it cheap, inclosed it, drained it, directed the course of the river through it in many channels, forming a series of small lakes, and railing off a space of twelve or fifteen acres, planted it with young firs and barley. This is his game park. The streams and ponds are devoted to the culture of trout. So fond is he of water, the source of all his wealth, that he has built his house over an arm of the river, and if you leaped out of his windows back or front you would flop into the Steyer. It runs under his house, and it runs by it; the walls rest on the arches of a bridge. In one shed he has a hatching apparatus, from which he turned out 30,000 fry this year, and not content with that he is building a very much larger house, where he intends to hatch ova by the hundreds of thousands. One pond is for the fry, another for the year-old fish, and so on till we come to deep expanses, in which three and four pounders glide about waiting till they are transferred to the fatal tank from which they are carried to the cook. The War Minister, his daughters and aides de camp, were sitting in the shade in the garden when we arrived, but were just on the point of moving to the inclosure to witness a novel sort of hunt. Werndl sent in a couple of men to the far end of the inclosure to clap their hands and shout. The deer and roes lying in the corn bounded up and came in affright toward the palings. These, turning from the bright ribbons and pretty faces which greeted them, rushed off through the corn and disappeared between the beaters, but the winged game did not show. Werndl, though he only nets his fish, is a keen sportsman, and owns twelve square German miles of forest, and he told me he sometimes kills ten or twelve chamois alone in one day's work, about three hours from Steyer. In his house one may see the simple forms of German life still maintained. Rich as he is no liveried man-servant waits at table—no, nor maid-servant either. The good lady of the house, her daughter, and her daughter's friend, and the governess, come in bearing the dishes from the kitchen; they change the plates and fill the glasses. It makes a stranger intensely uncomfortable to be so waited upon; but if the stranger makes apologies, or rises to help, or refuses to be helped, he makes his hostesses very uncomfortable, and it is better to be unselfish. And then such a grand confusion of ideas! The soup comes in first, of course; then the meat joint and vegetables, then the fish; then vegetables and boiled—well, sausages, perhaps; then salad and fowls baked in eggs—and all the time beer and Steirische wein is flowing freely, and Werndl now and then dashes off to the kitchen to quicken matters. His younger brother, who has traveled much, does not attempt to import new habits and customs into the primitive household, and he is quite right.

W. H. R.

WASHINGTON.

THE GOLD IN THE TREASURY.

OFFICIAL DENIAL OF THE DEFICIT CANARD—CHARACTER OF THE IOWA "ANTI-MONOPOLY" CONVENTION—IMMIGRANT SHIP INSPECTION.

Special Dispatch to the New-York Times.

WASHINGTON, Aug. 14.—The sensational story to the effect that there is a deficit of ten millions in the cash in the Treasury has been current here for some days, but no attention has been paid to it until to-day, when it was revived by its reiteration from Wall-street, whither it had been pertinaciously sent by interested parties here. Of course it has no foundation in truth, and the report arises wholly from the operations of the Treasury in the redemption of the called 5-20 Bonds. The Secretary of the Treasury to-night denounced it as a canard, manufactured out of whole cloth, and significantly added that to make a deficiency of $10,000,000 in the Treasury coin would require the carting off of fifteen tons of gold. The story has been thoroughly used by the sick "bulls" in gold to-day, who hadn't stomach enough to take more than half the amount offered by the Treasury, a thing which has not happened before in four years, and who have been appealing by telegraph to parties here to invoke some influence to stiffen their backbone.

THE RECENT IOWA CONVENTION.

The so-called Anti-monopoly Convention in Iowa, held yesterday, is an ass in a lion's skin. The telegraphic dispatches seek to give it an aspect of spontaneity by concealing it under a new title. But the ears are too long, and the hide won't cover such old hacks as John P. Irish, Chairman of the Democratic State Committee, and J. B. Grinnell, the leader of Iowa Liberal Republicanism last year. It causes much sarcastic comment here to see a man like Grinnell skulking under a platform that declares for free trade in woolens, when, as a member of the House, he was the fiercest of advocates for a high tariff on wool.

THE MODOC TRIAL.

The findings in the Modoc court-martial, before they are made public, are first to be examined and approved by the Judge Advocate General, and subsequently they require the approval of the President. These findings have no validity until approved by the President.

IMMIGRANT MORTALITY.

The Immigration Commissioner, who is inspecting emigrant ships in New-York, has applied to the Treasury Department for a collation of all cases of death on emigrant vessels reported to the department. There is no information of this kind on file in the New-York Custom-house.

STATE SAVINGS BANKS.

The Commissioner of Internal Revenue is addressing circulars to all collectors of internal revenue directing them to report upon the nature of the business conducted by the State savings banks within their respective districts. The Commissioner is directed by an act of Congress to procure this information.

SOUTHERN MAILS.

The Superintendent of Railway Postal Service expects to make an arrangement whereby all through Southern mails will leave New-York on the 3:15 P. M. train, which will enable them to reach Southern cities by twelve hours in advance of the present schedule.

POSTAGE TO FRANCE.

A misapprehension exists with regard to the negotiations for the International Postal Treaty with France. The Postmaster General does not seek to induce the French Government to adopt the half-ounce standard. The proposition is to permit each country to retain its present standard of weight.

GRANGES FOR VIRGINIA.

A movement has been inaugurated to extend the farmers' granges to Virginia. The farming community make great complaint in that State because the property employed in farming has to pay one-half of one per cent. taxes, while persons and companies dealing in money either pay no taxes, or pay only on their net income. A series of so-called commercial circles have been organized, whose purpose it appears to be to destroy competition in cities and towns other than those selected by them, at which one of the members of the circle does all the bidding for all the buyers. The consequence is, that the farmers complain of great oppression. Applications have been made to the officers of the Grange Association to extend the granges to Virginia. Inasmuch as fifty-eight per cent. of the population of the State is engaged in agriculture, it is considered probable that the establishment of the granges may have some effect upon the coming election.

PERSONAL.

Among the arrivals in the city to-day is Senator Scott, of Pennsylvania, on private business.

Secretary Fish will return to his residence at Garrison's on Friday.

Dispatch to the Associated Press.

SEARCH FOR SURVIVORS OF A WRECK.

The Secretary of the Treasury to-day ordered the Collector of Customs at Port Townsend, Washington Territory, to send the revenue steamer Lincoln to cruise for a month about Qneen Charlotte's Sound, to inquire for any survivors of the steamer George S. Wright, which vessel was wrecked in March last on the passage from Sitka to San Francisco. Signs of the wreck having been discovered at Queen Charlotte's Sound, it is thought that some of the survivors may be in that locality.

ARMY ORDERS.

By direction of the President, a general court-martial has been ordered to meet at Fort D. A. Russell, Wyoming Territory, on the 26th inst. for the trial of Capt. A. B. Cain, of the Fourth Infantry. The following officers are detailed for the duty: Cols. John H. King, Ninth Infantry; J. J. Reynolds, Third Cavalry; P. R. De Trobriand, Thirteenth Infantry; Lieut. Cols. J. H. Potter, Fourth Infantry; Geo. A. Woodward, Fourteenth Infantry; Albert G. Brackett, Second Cavalry; Major K. A. M. Dudley, Third Cavalry; N. M. Blunt, Fourteenth Infantry; Capt. J. D. Denis, Ninth Infantry, and Major H. B. Burnham, Judge Advocate.

The Secretary of War, in a general order just issued, directs that the prohibition contained in the second paragraph of General Orders No. 57, of 1873, which paragraph directs the discharge of civilians employed upon the construction and repair of buildings which require to be paid from the appropriation for barracks and quarters for the fiscal year ending June 30, 1873, and that enlisted men so employed be relieved from such duty, is removed, it being the intention to continue it to the close of the last fiscal year only.

PILOTS AS GOVERNMENT OFFICERS.

The Secretary of the Treasury has under consideration a proposition to recommend to Congress that pilots of all steamers be licensed and employed by the Government, thus making them Government officers under the Supervising Inspector of Steam-boats, and requiring them, before taking a vessel out of port, to be fully satisfied that in all respects as to equipment and life-saving apparatus, number of passengers on board, &c., she has fully complied with the law. A refusal of a pilot to take a vessel out of port owing to non-requirement with existing law, shall be deemed by the owners a sufficient cause for detention until a personal inspection by the inspector of the district shall have been made. It is also argued in favor of this plan that pilots being Government officials could prevent smuggling, as vessels coming into port usually take on a pilot some distance out, and the presence of a Government officer on board would oftentimes prevent the landing of packages before the Custom-house officials come aboard. The pilot fees would be collected by Government, and it is claimed would be sufficient for the compensation of the pilots employed.

THE NICARAGUA SURVEYING.

Commander Edward P. Lull, of the Nicaraguan Surveying Expedition, was at the Navy Department to-day, preparing to commence work on his report, the field notes, maps, and memoranda taken by the expedition having recently arrived by the steamer Kansas. Lieuts. J. F. Miller and J. F. Moser, Assistant Engineer G. M. Greene, Civil Engineers A. G. Menscal and J. F. Crowell, who were with the expedition, have been ordered to duty here to assist Commander Lull in the preparation of his report, which will be submitted to Congress early in the session.

On the recommendation of the Quartermaster General, Lieut. Col. A. Montgomery, Deputy Quartermaster General, on being relieved from duty in the Military Division of the Atlantic by an officer to be designated by the Commanding General of that Division, will, after settling his accounts, report in person on the 30th of November to the commanding Officer of the Department of Arizona for duty as Chief Quartermaster of that Department, relieving Major J. J. Dana, who will report for orders.

Col. B. Willcox, Twelfth Infantry, has been detailed for duty as Superintendent of the General Recruiting Service, and ordered to New-York, to assume charge of this superintendency.

THE CIVIL SERVICE.

Mr. N. G. Swayne, a son of Judge Swayne, of the Supreme Court, having resigned his clerkship in the Department of Justice, this and two other vacancies will be filled by competitive examination.

THE SICKNESS ON THE CANANDAIGUA.

The Navy Department asserts that so far as the advices there are concerned the sickness on board the Canandaigua is isthmus fever, and not genuine yellow fever.

THE TURF.

THE WEST END JOCKEY CLUB MEETING ENTRIES.

Special Dispatch to the New-York Times.

LONG BRANCH, Aug. 14.—The following are the entries for the West End Jockey Club meeting at Monmouth Park on Saturday next: John S. Hoey, Sr., enters Lord Jersey, Charles Willis names Modoc, T. G. Remmington will ride Gold Dust, F. Durand enters Impecunious, and Col. Vilmar names Albert. Much interest is manifested in the programme of races, and the occasion will doubtless be a gala one.

THE SARATOGA RACES—POOL-SELLING LAST NIGHT.

SARATOGA, Aug. 14.—The pool-selling here to-night for to-morrow's races, is about the same average as last night, and but little doing. The continuous rain of to-day, rendering the track heavy, puzzles betters. There are no signs of the weather clearing up.

The following horses will run in the extra handicap steeple-chase next Saturday: Blind Tom, Trade Wind, Viley, and Notary Public, Duffy and Mary Clark being declared out. The two and three year old stakes for 1874 and 1875, to be run at Jerome Park, Saratoga, Long Branch, and New-Orleans, close to-morrow.

THE UTICA RACES.

UTICA, N. Y., Aug. 14.—Rain set in at 11 A. M. and continues. The owners of horses in the 2:21 class refuse to trot in the present condition of the track, and the races have been postponed until the first fair day.

CALIFORNIA POLITICS.

NOMINATIONS BY THE DEMOCRATIC CONVENTION—SPLIT IN THE PARTY.

SAN FRANCISCO, Aug. 14.—The Democratic Convention has nominated Dr. A. J. Bowie and ex-Mayor Frank McCoppin for the State Senate. Both are well known and earnest opponents of the railroad monopoly, and their selection was made upon that ground.

Another dispatch says: "The two Democratic Conventions of this city are at variance. The Legislative Convention, which, it is charged, had been packed by the railroad monopolists, having made nominations to the Legislature satisfactory to that interest, the Municipal Convention now proposes to make a separate ticket, independent of the influence of the railroad company. Eight members of the Democratic County Committee have resigned, for the stated reason that the majority had treacherously sold out to Stanford & Co., and that the Legislative Convention had been packed by them. There is much excitement about the matter in the ranks of the party."

EXTENSIVE ROBBERY OF JEWELRY.

ST. LOUIS, Mo., Aug. 14.—A jewelry robbery of considerable extent has just come to light here. It appears that about two months ago John Schuler and Clarence Swayne left the employ of Eugene Jaccard & Co., corner of Fifth and Olive streets, with whom they had served, one as salesman and the other as traveling agent, and opened a wholesale house in the Insurance Building, corner of Olive and Fifth streets, directly opposite Jaccard's store. Jaccard & Co., in examining their stock, discovered that a considerable amount of jewelry of various kinds had been abstracted. The matter was put into the hands of detectives, and yesterday morning several hundred dollars' worth of jewelry, which Jaccard & Co. identified, was found in the pawnbroker's shop of Samuel Keller, who stated that he purchased it of Schuler. Schuler was arrested at his store, and after being locked up several hours, acknowledged that he had stolen about $4,000 worth of property from Jaccard & Co., and that Swayne had taken about the same amount. Swayne, who was known to be in Paducah, Ky., was telegraphed yesterday, in Schuler's name, to return home immediately on important business, and he arrived last night between 10 and 11 o'clock, and was arrested as he was getting off the cars, and locked up. He had a trunk with him containing some $10,000 worth of jewelry, none of which, probably, belongs to Jaccard & Co., as Schuler and Swayne have been constantly replenishing their stock with the proceeds of the sale of the stolen goods.

DEFALCATION IN OHIO.

CINCINNATI, Ohio, Aug. 14.—A special dispatch from Lancaster, Ohio, states that the committee appointed to investigate the affairs of the Auditor and Treasurer of Fairfield County reported to the Commissioners of that county to-day that they had found a deficit of $142,000 of the public money. The present incumbents are exculpated, and the blame is attached to their predecessors in office.

THE ELECTION IN INDIAN TERRITORY.

ST. LOUIS, Aug. 14.—Mr. A. Cole, of Vinita, Indian Territory, arrived here last evening. He reports that returns of the late election in the Cherokee Nation are not yet all in, but that both the Downing and the Ross Party are sanguine of success so far as the local Council and Senate are concerned. The Ross Party, however, are disposed to admit that the Downing Party have elected a majority of the Grand Council at Ockmulgee. The Downing Party, which is composed of half-breeds, favor the sectionizing of land in severalty and the opening of the Territory to settlement; while the Ross Party, who are full-bloods, strenuously oppose this scheme, and favor the holding of lands and property in common.

MIDLAND RAILROAD EXTENSION.

TRENTON, N. J., Aug. 14.—The Midland Railroad Company have filed the location of a portion of the extension of said road to the Delaware River at Belvidere, and thence across said river; also the links connecting said road with the Belvidere Delaware Railroad. This will form a continuous line to Philadelphia. Articles of association have been filed for the formation of a company to construct a railway from Bordentown to Camden, twenty-three miles in length; capital stock, $1,000,000, to be divided into 10,000 shares of $100 each. The requisite amount has been subscribed. The following are the names of the directors: Allan Hay, C. D. Van Wagner, Thomas G. Rigne, Theodore Perry, Robert Hay, and George Edward Harding, of New-York; Randall E. Morgan, of Camden; William Bell, of Perth Amboy; Joseph Eyre, of Florence; Thomas D. Harrison, of Jersey City; Albert A. Taylor and Samuel H. Robbins, of Allentown, and Edwin A. Fond, of Bordentown. The company formed a short time ago was to run a road from South Amboy to Bordentown. The above road is probably intended to connect with it.

MASSACHUSETTS.

THE REPUBLICAN STATE CONVENTION—ANOTHER DAY TO BE FIXED.

Special Dispatch to the New-York Times.

BOSTON, Aug. 14.—The State Republican Convention cannot be held at the time appointed by the State Central Committee, the 17th of September, after all, the hall in Worcester being engaged for the entire third week in that month, and another meeting of the committee must accordingly be held. So Butler's friends are again plotting for the appointment of an earlier day, fancying that the sooner the convention is held the better his chance for the nomination. Butler intended to take the stump this week, speaking in the town of Marlborough to-night, and in Worcester next Tuesday evening, but he will keep quiet now until the time for the convention is again appointed. His agents, however, are working industriously, and information of the organization of recent clubs in different parts of the State, whose main duty will be the fixing of the caucuses so as to secure the selection of Butler delegates, is received.

LOSSES BY FIRE.

A fire in Warren, R. I., on Wednesday night, destroyed the blacksmith-shop, boiler-house, and machine-shop of the Mechanics' Machine Company. The loss is estimated at $50,000, and insured for $21,600, equally divided between the Equitable, Providence, Brewers' and Malsters', Germania, Home, and Atlantic, of New-York, and Phenix, of Brooklyn. The foundry and patterns were saved.

The wreck of the Dirigo, at Portland, Me., was towed up yesterday morning and lies at the Franklin wharf. The hulk seems entirely worthless. The machinery is standing upright, though rusted and somewhat broken. The boilers are broken in. There is a lot of spoiled coffee lying in the bow, but nothing about her seems worth saving except the machinery and old iron.

Paine's lumber-mill and steam salt-works, one of the largest on Saginaw River, were destroyed by fire on Wednesday, at Saginaw City, Mich., together with about 200,000 feet of lumber and 1,000 barrels of salt. The loss amounts to $95,000, against which there is an insurance of $50,000.

BY MAIL AND TELEGRAPH.

The internal revenue receipts yesterday were $236,038.

One new case of cholera, was reported in Evansville, Ind., yesterday.

The Mississippi Republican State Convention meets at Jackson on the 27th inst.

A storm commenced at Portsmouth, N. H., at 10 o'clock yesterday morning.

The Customs receipts for the week ending Aug. 9 at New-York were $3,521,819, and at Philadelphia, $163,614.

Sanford's and Reynolds' stables arrived at Long Branch, from Saratoga, last night, for the races on the 20th inst.

The Governor of Pennsylvania has approved the bill providing for the erection of a State lunatic hospital in North-western Pennsylvania.

The Portsmouth and Dover Railroad Company, New-Hampshire, yesterday re-elected the old officers. Frank Jones is President.

The Post-office at Litchfield, Montgomery Country, Ill., was broken into on Wednesday night and robbed of between $300 and $500.

Gov. Straw, of New-Hampshire, has telegraphed to President Grant, at Augusta, inviting him to visit Portsmouth and the Isles of Shoals.

The annual session of the Grand Lodge, I. O. O. F., of the State of New-York, will be opened on Tuesday, Aug. 19, next, at Beaver Hall, in Albany.

Col. Cobb, member of Congress from Wyandotte District, Kansas, has sued R. B. Taylor, of the Wyandotte *Gazette*, for defamation of character, claiming $10,000.

C. J. Anderson, alias C. J. Smith, was arrested in Evansville, Ind., last night, on a charge of having committed a heavy forgery in Memphis, Tenn., a few weeks ago. He was taken South.

Wednesday night, Barney Gallinger, employed in a tannery at Milford, N. H., jumped from a window in his boarding-house to the sidewalk, breaking his neck. The deceased had been on a spree.

The first bale of cotton of the new crop in Alabama was received at Montgomery yesterday morning, and sold at auction for twenty-nine and one-fourth cents per pound. The worms are doing much damage.

The American brig William Walsh, Gay, master, for Philadelphia, ran on shore at Green Island, off Country Harbor, N. S., during a dense fog on Friday night. The vessel is likely to be a total loss.

The new ship Sterling, Capt. Baker, built by E. R. Sewell, at Bath, Me., reported arrived at Liverpool Aug. 9, made the passage from Bath to St. Stephen, N. B., in twenty-four hours, and from thence to Liverpool in seventeen days.

The St. George and St. Louis Cricket Clubs, of St. Louis, have selected eleven of their number, to be called "The United Eleven of St. Louis," to make a tour of the Northern States and Canada, and play matches with clubs of the various cities.

The National Dental Convention concluded a three days' session, in Saratoga, N. Y., yesterday, with a banquet at the Grand Union Hotel. The Convention adjourned to meet again in Saratoga next year. Dr. John Allen, of New-York City, was chosen President.

Dr. Thomas Miller, of Washington, was taken suddenly and dangerously ill at Greenbrier, White Sulphur Springs, West Va., on Wednesday. He was somewhat easier last night, though not out of danger. Gen. Barringer, at the same place, continues quite low.

The ordinance providing for a subscription of $500,000 on the part of the Eastern District of Louisville, Ky., to aid in constructing another bridge across the Ohio River at that point, was defeated in the Board of Aldermen Wednesday night. The ordinance had previously passed the Board of Common Council.

THE KNIGHTS TEMPLAR.

AUBURN, N. Y., Aug. 14.—The Grand Encampment of Knights Templar of Western New-York, which commenced in this city on Tuesday morning, breaks up to-morrow. It has rained continually since they went into camp, and no grand street parades have therefore taken place. The Sir Knights are giving a reception at the Academy of Music this evening, which is largely attended.

A DARING ROBBERY.

PATERSON, N. J., Aug. 14.—A daring and extensive robbery was committed here last night. The stable of Mr. S. D. Brown, at Riverside, an eastern suburb of Paterson, was entered, and two fine horses, a phaeton, and five sets of harness stolen. The property taken is valued at $2,000.

COMMERCE OF SAN FRANCISCO.

The report of the Harbor Master of San Francisco for the year ending June 30, 1873, shows that 685 vessels arrived from foreign and Eastern domestic ports, making 616,466 tons, and 2,873 vessels making 664,621 tons from coastwise ports. The total number of vessels which entered port for the year is 3,558, aggregating 1,281,087 tons. Of the arrivals from foreign countries fifty-five per cent. were American and forty-five per cent. foreign vessels.

LATEST NEWS BY CABLE.

GREAT BRITAIN.

THE YACHT DEERHOUND CAPTURED BY THE SPANIARDS.

LONDON, Aug. 14.—The vessel which landed a quantity of guns and ammunition at Fontarabia for the Carlists, and was afterward captured by a Spanish man-of-war, is the British steam-yacht Deerhound, well known in connection with the fight between the Kearsarge and the Alabama.

A SUNKEN SHIP RAISED—DESTRUCTIVE FIRES.

LONDON, Aug. 14.—The clipper-ship La Escocera, which sunk in the Mersey, last Tuesday, has been raised.

The town hall in Leeds was destroyed by fire last night.

A fire broke out this morning in a cotton warehouse in Liverpool, and the flames were not extinguished before the building and an adjoining one, devoted to the same business, were partly destroyed.

SPAIN.

BOMBARDMENT OF BERGA BY THE CARLISTS OPENED.

BARCELONA, Aug. 14.—The Carlists have begun their long-threatened attack on Berga. Six hours after their batteries opened fire, the city was burning in several places.

WAYSIDE NOTES.

THE NORTH-WESTERN WHEAT REGION—THE CROP AND THE MEN WHO GATHER IT.

From Our Own Correspondent.

JANESVILLE, Wis., Sunday, Aug. 10, 1873.

At one stride from Chicago, in our "seven-league" railroad boots, we are in the lower half of the State of Wisconsin, the first outport of the great North-western wheat region. Indeed, it is hardly fair to limit it by State lines, since a broad slice of Northern Illinois really belongs to it. As soon as we have gone a score of miles to the north-west of Chicago the topographical features of the country have undergone a marked change. We have reached a higher level, and the broad prairies are changed into gentle and continuous undulations—not long and wave-like, as in some parts of the prairie region, but more rounded, knoll-like, and irregular, giving an endless combination of meadowy slopes and winding streams that instantly suggests a reminiscence of bits of English landscape. The groves and woods, too, fall into harmony with the other features of the scenery. There are no longer dense forests, as in Indiana, nor prairie islands in compact clumps and groups, as in Illinois. The trees have become smaller and lower and more irregularly scattered, blending with the farmers' improvements in houses, fields, and fences more as if they were planted groves and artificial embellishments. The country has a wonderfully finished look, though Wisconsin ranks among our youngest States.

This explanation is found in the fact that we are here in what may be properly called Young New-England. This is the land of Puritans without blue laws, of Yankees who don't ask questions, of pilgrims unconscious of a Plymouth blarney-stone. Here is once more illustrated the almost constant law that emigration follows latitudes and not longitudes—the fact that only the convulsions of war cause the carpet-bagger to turn his face from the setting sun. The chance Yankees who strayed out here half a century ago, liked the new land which they beheld—it was New-England revised and improved, tamer and richer, and not a solitary smell of codfish about it. Hence they came out in such numbers that they have given the country some of their peculiar characteristics—not, indeed, without a reaction upon themselves that in turn modified them. If the "Badger State" be an improved New-England, it is also true that the "Badgers" are improved Yankees. While they have lost their twang and obstinacy, they have retained their energy, thrift, and perseverance. They have made the verdant slopes and vales of Wisconsin smile in all the beauty and perfection of agricultural development. All the lands seem occupied—all the fields seem tilled—all the products seem abundant. But the especial staple of this region is wheat. We fly over the country in our railroad train, and everywhere—to the right, to the left, behind us, before us—glow the yellow, ripening wheat-fields. We are in the midst of harvest, and everywhere, so far as the scarcity of harvest hands will admit, the reapers are busy at work. Machines are, of course, the general rule, but every now and then some farmer, who finds that further delay is impossible, and who has re-enacted the old fable of the lark in the school-books, marches bravely into his field, swinging his ancient "cradle," while his wife follows to bind the plethoric sheaves. There is a considerable admixture of foreigners in this agricultural population, and many of these Wisconsin housewives have learned such open-air work in an older and harder struggle with nature than here falls to their lot. Nevertheless, it is no mere recreation to go into a Wisconsin wheat-field this Summer. The grain everywhere stands tall, straight and close, and the bundles fairly cumber the ground. It is said to be one of the most abundant as well as most excellent crops for many years, and though labor is scarce the weather has been very favorable for securing the harvest.

THE TICHBORNE CASE—A WITNESS IN ILLINOIS.

CHICAGO, Ill., Aug. 14.—The following letter from John Crowley, a resident of Springfield, Ill., to a gentleman in this city, will be published to-morrow:

"DEAR SIR: I see there is an Englishman, a Mr. Whalley, a member of Parliament, has arrived in New-York for the purpose of collecting money in this Tichborne case in England. I want you, please, to find out by some means where this Mr. Whalley is stopping in New-York, and then to write to him and tell him that he can get more information from me about Tichborne than he can get in all England, if he wants it. Please don't neglect attending to this at once."

The gentleman to whom the letter is addressed says: "Crowley is a veterinary surgeon of large practice and more than ordinary intelligence, is in every way considered to be trustworthy, and his word is reliable." He is quite sure he can either prove or disprove the identity of the claimant with Sir Roger Tichborne, because of his personal knowledge of the original and genuine Sir Roger. At the time that Sir Roger was stationed with his regiment at Cahir Barracks, Crowley's mother kept a hotel at Clogher, Ireland, which was the resort of Sir Roger and his intimate friends. Crowley was then a young man, given to field-sports and studying to qualify himself for the profession of veterinary surgeon. Sir Roger was a very poor horseman, and he employed Crowley to give him instructions. They were much together—boon companions—day and night, and there is little doubt that, if any one can identify another, that Crowley will be able to say whether the claimant is or is not the genuine Sir Roger.

LIBERAL CONVENTION IN MAINE.

BANGOR, Me., Aug. 14.—The "Mass" Convention of "Soreheads" in this city organized this forenoon by the choice of Hebron Luce for Chairman and Mark Barker for Secretary. A Committee on Business was appointed and the convention adjourned until the afternoon. There were less than forty persons in the hall. In the afternoon they made county nominations and then adjourned.

A BOY CRUSHED BY A FALLING WALL.

PHILADELPHIA, Penn., Aug. 14.—This evening the old foundation wall on the site of the proposed building of the Guarantee Trust Company, in Chestnut-street, above Third, and the sidewalk adjoining, caved in. Three boys were playing in the cellar at the time, one of whom, Edward Qualey, aged thirteen, was crushed to death by the débris. The others were uninjured.

GOSSIP FROM ENGLAND.

SOCIAL AND POLITICAL.

THE MINISTRY AT SIXES AND SEVENS—THE ELECTIONS—LITTERATEURS AS CANDIDATES.—THE TICHBORNE TRIAL.

From Our Own Correspondent.

LONDON, Monday, Aug. 4, 1873.

Mr. Gladstone, who has been down in the depths for some time, must now have the satisfaction of feeling that he has got to a depth below which there can hardly be a deeper. Between the beginning and the end of his career there is indeed a humiliating contrast. From the most arrogant and powerful Minister of modern times, and with a compact and unhesitating majority of a hundred at his back, he has sunk into pitiful helplessness, unable to control not only his party but even the members of his own Administration, and exposed every day to defeats from the one and defiances from the other. This week the Treasury Bench have been flying at each other's throats. It appears that the Chancellor of the Exchequer ignores the Postmaster General, and that the First Commissioner of Works is not on speaking terms with the Chancellor. The Board of Trade and the Treasury are also *en delicatesse*. Mr. Ayrton, who is at the head of the Board of Works, has explained to the House of Commons that he cannot defend the estimates of his department, and has, in argument if not in effect, moved their rejection. Mr. Gladstone, worn and wasted with sickness, and leaning on his stick, had to rise to reply, on behalf of the Government, to one of his own subordinates. There can be no question that one and all the Ministers have tried to carry their own notions through with too high a hand, and their manners to each other have been no better than their manners to people outside. They came into office with the notion that they would do whatever they took in hand in the most direct and straightforward manner, and forgot that they had got to deal, not with abstract principles in a world of theory, but with concrete persons in a world of flesh and blood. They left out of account that the main business of statesmanship is to lead and not to drive, and that a little sunshine will often do more than a great blast of wind, when it is a question of getting a man to take off his coat. Lord Lyttleton, Mr. Gladstone's brother-in-law, has likened the Government to a man stricken with paralysis, and Mr. Bernal Osborne has condoled with it in the House of Commons on its worn-out condition. In the debate on the Indian Budget, last night, Sir W. Lawson happened to remark that the India Office seemed to base their hopes of financial safety on economy, opium, and Providence. Upon which Mr. Grant Duff, Under Secretary for India, sprang up to say that he had spoken only of economy and opium. It is evident that the Government has ceased to hope much from Providence.

THE ELECTIONS.

There are at present several elections pending, and there are one or two peculiarities common to most of them. In the first place it is noticeable how in political affairs journalists are coming to the front. At Dundee Mr. Fitz-James Stephen is almost as much a journalist as a lawyer; and another of the candidates there is Mr. Jenkins, author of *Ginx's Baby*, *Lord Bantam*, and a frequent contributor to periodical literature. Mr. Stephen is best known as the writer of a recent remarkable book on liberty, equality, and fraternity, in which he puts his foot down pretty thoroughly on a good many popular sentiments and illusions. The value of the book lies, perhaps, rather in its propositions than in its conclusions. However little one may, on many points, agree with his conclusions, it is impossible to escape from the hard lines of the issue which he lays down. Mr. Jenkins' writings belong to the class which may be described as a shriek of despair. He sees misery, injustice, and oppression on every side, and holds that the poor are poor only because they are robbed by the rich. He depicts capital (with a capital C, of course,) as habitually engaged in flaying labor alive, from which we may infer that labor, like the eels, has got used to flaying. In South Staffordshire, Mr. Jeffroy, the Scotch editor of the chief Birmingham journal, has been bold enough to come forward as a county candidate in the Liberal interest, though not with much hope of success, as his opponent is Mr. Allsop, one of the great bitter beer family, whom all the publicans are bound to support. At Bath, too, a minor journalist of London has turned up in the rush of candidates. From these circumstances one may augur a considerable number of men of letters in the entries for the general election of next year.

DISCORD IN POLITICAL CAMPS.

The other peculiarity of the elections is the conflict of rival candidates of the same political faith. At Greenwich there are three Liberals to one Conservative; at Dundee two Liberals to one Conservative. At Bath the Liberals are still coming forward, and I hardly know how many there are of them, but there is only, as usual, the one Conservative. It is obvious that, with such disregard of union on the Liberal side, the Conservatives enjoy an advantage far beyond their numerical strength. It would seem that the ballot has a tendency to encourage this confused competition. It is of little use booking votes beforehand, because nobody can tell how, when the moment comes, votes will actually be given, and, until the close of the poll, each candidate may consider himself progressing favorably. The consequence is that there is a growing disposition to intrust the choice of candidates to local caucuses. This is now being done at Bath, and attempts have been made to test the plan elsewhere. Another expedient is a preliminary ballot, but this is troublesome, expensive, and apt to be misleading, and candidates are naturally rather reluctant to submit their claims to the decision of such a very indefinite and accidental tribunal.

THE TICHBORNE CASE.

Dr. Kenealy is still speaking. At least he was speaking on Thursday, and he will resume speaking on Tuesday. Compared either with the Attorney General or with Mr. Hawkins, the Doctor has not exhausted his fair allowance of time, but it is the use he makes of his time that is bewildering. He has as yet given only the faintest outline of the evidence of one or two witnesses out of the 200 that he threatens to bring forward. He has found it hopeless either to unravel or reconcile the inconsistencies and contradictions of the claimant's evidence. In fact he has thrown over the claimant altogether. He has announced that he has taken no instructions from him and that he has assumed the responsibility of conducting the defense independently of his client. In one way this may be an advantage, as it leaves the counsel more freedom for conjecture and speculation; but, on the other hand, the effect of vague speculation is in a great degree wasted when it is applied to questions which the claimant, if he is Roger Tichborne, should be able to supply on adequate explanation. The pith of Dr. Kenealy's argument continues to be that his client is an idiot, whose mind has been "sapped by dissipation, and by numerous falls and troubles." The statement in regard to the shipwreck that there were twelve feet of water in the hold of the Bella, was, he said, utterly absurd and preposterous, and his wanton assertion that he had never been an officer in the army, but only a private, showed what "a complete and perfect donkey" he was. The truth was, he maintained, that the claimant talked and swore at random, and said anything that came into his head. He must not be supposed to be mathematically accurate in his statements, and, in fact, as regards dates he could hardly be trusted at all. With reference to the alleged seduction of Roger's cousin, Dr. Kenealy has asked the jury to be good enough not to respect dates from the claimant, and indeed generally the claimant's statements are to be accepted only when they happen to suit the line of argument which his counsel has chosen to invent for him. When the claimant's statements will not fit in they are to be regarded as a proof of "aberration of common sense, rather than as any proof of criminal intentions." A juror has been driven to inquire whether Dr. Kenealy suggested that his client should be sent to a lunatic asylum? No, was the answer, he is mad in a way, but not mad enough to be confined. There can be no doubt that the lethargic stupidity of the claimant has been, in a great degree, his stronghold. He is sharp enough as to things under his nose, but he has not attempted to work up his own case with sustained effort or attention. If he had only done so a little he might have been bowled over completely at the first. But his blank memory and reckless answers have stood him in good stead.

THE WRECK OF THE GEORGE S. WRIGHT.

It is now many months since the steamer George S. Wright sailed from Portland, Oregon, for Sitka, and although it has been definitely ascertained that she was lost by the discovery of pieces of the wreck, nothing certain has ever been learned of the manner in which the disaster came upon her, or of the fate of the survivors, if any of the thirty-two persons on board succeeded in reaching land. At times earnest efforts have been made at Portland to elicit interest enough to induce the dispatch of a vessel to ascertain their fate. On this point the Portland *Oregonian* of Aug. 2, says: "Among those who have been unremitting and indefatigable in an effort to have further and more satisfactory search made, we mention the name of Mrs. A. B. Sutton, of this city, whose husband was on board the ill-fated craft. This lady has made constant and persistent efforts to induce not only the Government but private parties to send out a steamer to search for the wreck. She has not failed to avail of every opportunity, whether promising success or not, to press this matter, so near her heart, into favorable consideration. Notwithstanding discouragement and delay has met her efforts in almost every direction, she is still laboring assiduously to accomplish the desired object. Frequent appeals have been made to the Government, but as yet have availed nothing. On the 12th of last April, Mrs. Sutton forwarded to the Secretary of the Treasury a petition signed by a large number of prominent persons in this State, appealing for aid and asking that the Government send out at once a vessel to look for the Wright. The Secretary wrote to the Collector of Customs at Port Townsend discretionary instructions for that officer to dispatch the revenue cutter Lincoln for a cruise along the northern coast, to search for the lost steamer. In response to such instructions, the Collector wrote to the Secretary that the boilers of the Lincoln were weak and out of repair; that the general condition of the vessel was such that to attempt to cruise along the dangerous coast of the North-west would be extremely hazardous. Before such a voyage could be undertaken without danger, it would be necessary to repair the Lincoln throughout. There were neither proper facilities nor appliances to repair the boiler and hull at that port. Such being the case, the projected voyage was abandoned and Mrs. Sutton notified of the conclusion by a letter from the Secretary under date of July 15. This lady, we learn, has not yet despaired of eliciting the attention of Government to the matter, and of yet securing assistance. Letters have recently been addressed to President Grant and Hon. George H. Williams, by prominent and influential citizens of the State. These letters appeal in the strongest terms for a reconsideration of the matter, and asking for immediate action. Should such appeals prove unavailing, it is quite probable that a vessel will be fitted out by private parties and the long-delayed search made. We understand that such a movement is on foot."

The master of a coasting vessel, now at Victoria, has communicated to a paper in that city a letter in which, referring to a report that an Indian in his employ was cognizant of the murder of the crew or passengers after the wreck of the George S. Wright, says: "On my arrival here the trip previous to the present, I had a Bella Bella Indian on board of the sloop who was well acquainted with the Bella Coola Indians, who were the first parties to find that portion of the wreck which floated ashore at or near Cape Caution. He, from their actions, &c., had an idea that some of the passengers had landed and were murdered. He imparted his suspicions to me, and I employed him to endeavor to ferret out the evidence. In the meantime I called on the Governor and stated the case, who promptly referred me to Hon. G. A. Walkem. Mr. Walkem immediately authorized me to offer any suitable reward for information that would lead to the apprehension and conviction of any person connected or implicated. I also offered the Indian, and also one of the Bella Coola tribe, $300 if it could be proven. Since then they have endeavored to obtain information, but so far have failed, and in my opinion, having traveled over the same water that the Wright must have been in on the night of her loss, I have no idea that any ever escaped. She must have struck on some of the rocks off or near Cape Caution —at the time more than probably a heavy snowstorm was raging and a south-west wind, with a flood time. The tide runs strong, and with the wind set her up toward the rocks. The water was so cold that no one could have lived in it an hour. Not one of her boats has ever been found, and they must have gone down with the ship. The bowsprit and mainmast are ashore at Indian Cove, showing that she must have broken in two, as the mast was uninjured and could not have been taken out by human hands in a better condition than when first found on the beach. They were cast up at the highest spring tide mark, showing that they drifted in with the flood. So far, with the exception of a few doors and planks, this is all that has ever been seen of her. Lately a barrel of oil was picked up in the Alaska tide, which was on the Wright. There is a current that sets up from the Pacific Ocean, goes through Queen Charlotte's Sound to the northward similar to the Gulf Stream on the Atlantic side; consequently, had the Wright been wrecked to the north of Cape Caution none of her stuff would have ever floated to the southward. If there has been any murder committed on any passengers it will undoubtedly leak out, and I will be made acquainted with it. The Indians stated to have committed the deed have left for their homes, and then, should there be any truth in the report, it will not long be kept a secret. One of the Indians employed in hunting up the evidence will leave here in a few days; but my opinion is that they all found a watery grave."

RICH GOLD QUARTZ DISCOVERED.

A recent discovery of a "pay streak" of gold quartz, eighteen inches wide, is thus described by the San Francisco *Alta* of the 5th inst.: "Mr. D. W. C. Gaskill, owner of the South Feather Water Ditch, has brought in a piece of the gold quartz from the vein recently discovered near Forbestown, Butte County, on Deadwood Ravine. The piece is white quartz, containing some gold, and blue sulphuret-bearing quartz, with gold perceptible everywhere. This blue quartz is what they call the 'pay streak,' and yields so profusely that it is evidently not misnamed. Though this is called a recent discovery, it really is not so. The quartz vein was discovered in the bed of the creek in 1853, and the rock then taken out and pounded in a hand-mortar, yielded $4,000; but it was thought to be only a 'pocket,' and work was not further prosecuted. About a month ago, while piping into the bank, 100 feet from the first discovery, the ledge was uncovered, and it was followed up to where the first strike had been made, showing a pay streak of eighteen inches the whole length. Some of the rock was taken out and worked in the primitive style, with a hand-mortar, and $4,392 showed up as the result of two days' work. It is estimated that $10,000 worth of ore is now in sight. This ground, or part of the ledge, is owned by Roberts, McCormick & Co., who will at once erect a mill and work the ledge systematically. No shaft has been sunk lower than 70 feet heretofore, for lack of capital; but now there will be no such obstacle to prevent the full development of the riches of the ledge. The ore belt runs from Forbestown to Hansonville, plainly traceable the whole twelve miles. One thousand feet from the Roberts-McCormick strike the same pay streak has been found. Deadwood Ravine seems to cut the belt, and as Garden Flat, Ohio Flat, and New-York Ranch all have proved very rich, it is doubtless from the gold liberated from this ledge by the action of the rains. Forbestown Ravine, which cuts the vein twice, has proven immensely rich. From Ohio Flat, into which Deadwood Ravine empties, Gaskill & Bowers took over $100,000. From these evidences of the richness of the vein, there is the happiest result predicted for the fortunate owners of the new strike."

HIGHWAYMEN IN MAINE.

A special telegram from Bangor, Me., says that the Ellsworth and Cherryfield stage has been stopped three times within a week by unknown men, who, however, allowed it to go on unmolested. The old driver refused to drive and a new one has been appointed. Deputy Sheriff Paterson, of Hancock County, while out driving with his wife a few nights since in the neighborhood of Bucksport, was set upon by three highwaymen. The Sheriff, being an athletic man, jumped out and felled two of the robbers, while the third took to his heels. The two prisoners were taken to Bucksport and held for trial.

RAILROAD MONOPOLY.

GOV. BOOTH'S SPEECH IN SAN FRANCISCO—AN ARRAIGNMENT OF THE PACIFIC RAILROAD COMPANY.

SAN FRANCISCO, Aug. 13.—The great speech of Gov. Booth upon the railroad question is the principal topic of conversation in all circles, and has created a profound sensation. After viewing the questions of the disintegration of party ties, the growing tendency toward centralization of power, and the aggregation of corporate wealth, and referring to the corrupting influences of the Credit Mobilier and Contract and Finance Company, he proceeded to illustrate the absolute power of railways to monopolize the commercial business of the country, and to ruin all competition by a system of special and discriminating rates for transportation. Applying his remarks to the Central Pacific Railroad, and reciting its interference in political and mercantile affairs on the Pacific coast, he showed that his general propositions were neither exaggerated nor sensational. I appeal, he said, to the experience of every business man in this community who takes part or feels an interest in public affairs, to say if they can get together a committee for the purpose of considering any question of public importance without instantly feeling the encroaching power of this railroad monopoly. The moment such committee touches upon railroad ground, how many feel that it is dangerous ground, full of pitfalls for their personal safety. Attempt to create an organization to resist a railroad demand, no matter how bold and unscrupulous, and how many will tell you: "I should like to join you, but it will injure me in my business; the railway can take away my special rate or give discriminating facilities to my neighbor; they can give out all along the line that none of their employes shall deal with me; they can ruin merchants who will not regard their orders. It may be a question of ruin, of bankruptcy, of bread to my family." The struggle of his manhood is earnest and painful; but the yoke is upon his neck, the iron in his soul. The ballot-box is stuffed, or returns are altered, to carry one railroad subsidy, and then another demand follows. Men will say: "I know it is wrong; it is an outrage; but my property is all in the City. They cannot effect its ultimate value but it is mortgaged, and they can unsettle prices by their threats, and I should soon have the sheriff at my door if I resist their demands." What interest is there here which cannot be made to feel this iron pressure? But, as if it were too tedious to capture these several interests in detail, they go to Congress, and demand the possession of Goat Island; they still demand it, and boast that they will get it if they carry this election. Reserved though it is for military purposes, they scarcely intend to change its purpose. They only intend to bombard the city from it instead of bombarding the city's enemies, until their demands are conceded. In God's name, look at it! You are 100,000; they are but three men. Have they got a hook in the jaws of this leviathan to draw it as they please? Even in the country the farmers will tell you that rates of transportation may be changed, or their depots moved to their disadvantage, or their accommodations restricted. Or they tell you that they owe money upon railroad sections of land with imperfect titles, and that they, too, are in the toils. To one community seductive hopes are held out; threats are made to another to sway both to the monopoly's will. Go through the State, and upon every pulse of industry there is an iron finger counting its beats; upon every throat there is an iron hand that tightens or relaxes its grasp at the instance or caprice of an iron will.

I have referred but incidentally to that twin birth of incestuous shame, the Credit Mobilier and the Contract and Finance Company. I have said nothing of the 224,000,000 of acres of public lands—three times the area of Great Britain—given to railroad companies; and at the last session of Congress bills were introduced giving 189,000,000 more. I have said nothing of the millions and hundreds of millions of which the Southern States have been robbed, under the false pretense that the railroads were to be built by the paper companies to whom these millions were granted. I have made no reference to the $30,000,000 that this State and its counties have been asked to appropriate for railroad companies through legislative action and popular votes; nor have I cited the fact that while the General Government is paying $2,000,000 per annum interest on the bonds of the Central Pacific Railroad Company, and the State $105,000 more, the company can successfully defy the State to collect its taxes. With an effrontery that is sublime, it makes the very gifts and largesses it has received one of the grounds of its refusal to pay. To such infamous successes we are indebted for the fact that to-day there is not a piece or species of public property from China Basin and Goat Island to all the broad acres of our national domain, from the remotest point in the mountains to the rolling waters of the rivers of the plains, upon which some incipient or full-grown monopoly has not fixed its covetous eye, and which it does not hope to obtain through some kind of political corruption or bargain and sale.

FATAL RESULTS OF RIVER RACING.

An excursion of the Hudson Maennerchor to Troy on Monday seems to have been unfortunate in many respects. The presence of roughs on the barge interfered materially with the enjoyment of the respectable portion of the party, and the knowledge that thieves were on board could not have been very satisfying to those who had valuables in their possession. To crown the catalogue of misfortunes, the Troy *Times* says, a collision attended with fatal results occurred on the river in the evening after the boats left that city on the way to Hudson. The barge was towed by the propellers Charles R. Stone and William Bliss. Everything went well until the party reached a point near Bath. The tug, Stone, was ahead of the barge, towing with a hawser, and the Bliss was alongside the barge, when the two propellers, J. P. White and Jenny Gardiner, were met coming up the river at a rapid rate of speed, apparently racing with each other. As the result shows, the racing propellers did not steer sufficiently out of the course of the excursion boats, and the propeller White struck the bow of the propeller Bliss with its stern, driving the Bliss against and under the guards of the barge. At nearly the same moment the Gardiner struck the barge "head on." A number of boys from Hudson were seated on the bow of the Bliss at the time, and one of them named Michael Lilly, aged fourteen, son of John Lilly, of Hudson, was caught between the forward part of the propeller and the barge, and received injuries which are pronounced fatal. A gash was cut across the entire width of his forehead so that the scalp lifted up, and he was otherwise badly injured. It is supposed that his skull was fractured. Edward Myers, of Athens, was badly injured about the head, and it was feared that his hip was broken. Geo. Perry, of Athens, the pilot of the Bliss, was thrown out of the pilot-house to the forward part of the boat by the collision. He received serious injuries about the head and legs, and it was thought one of his legs was broken. A hole was stove in the bow of the Bliss, and her guards were broken. Intense excitement was caused among the party by the collision. The two boats were headed for Albany, and they soon after landed at the foot of Hamilton-street. Dr. Millbanks, who was summoned, pronounced the boy Lilly's injuries fatal, and he was removed to the city hospital. Myers and Perry were taken home on the Bliss, which remained until after 8 o'clock. The *Times* learns from an eye-witness that the Gardiner was being steered by a boy, who was relieved by his father. Shortly afterward the Gardiner ran into the Bliss, raking her fore and aft. The boy was steering for the shore, and would probably have avoided the collision had he not been relieved. It is surmised that the man who relieved him was so much excited by the impending danger that he lost control of himself.

STATEMENT OF THE PILOT.

Thomas Denike, pilot of the propeller James P. White, has made a statement relative to the collision, and it is given by the Albany *Times* in these words: "We were going up the river, light; the A. S. Gardiner was ahead of us; I started to go to the eastward when the Gardiner ran across my bow, and obliged me to go to the westward; no whistles were blown at all; I was about to give a whistle, as a salute for the Charles R. Stone, having an excursion in tow, when the White took a dive toward the Bliss, causing the accident; this was caused by the Gardiner striking the White on the starboard after-quarter; I passed the excursion to the westward; as soon as we took the dive the pilot of the Gardiner came out of the cabin and took the cook of the Gardiner by the neck and pushed him away from the wheel of the Gardiner. I was at the wheel of the White all the time. I slowed the White; it would not have done to stop her, or the accident would have been worse than it was. After the White struck the Bliss, the Gardiner went on her way. The cook of the Gardiner was steering. We were going slow to Troy to lay up. We were not racing. We struck the Bliss on the starboard quarter." The *Times* adds: "Thomas Brown, engineer of the White, was sent for to get his statement. He was rather tardy, and, on going to look for him, the vessel had departed from the dock. The United States authorities are to make a rigid investigation of the matter. It is said the accident was caused by unlicensed persons."

THE AMERICAN INSTITUTE FAIR.

The American Institute Fair for the year 1873, as has been already announced in THE TIMES, will be formally opened on the 10th of September, and from the increasing interest it is evoking throughout the country, the extent of the preparations, and the unprecedentedly large number of applications made by intending exhibitors, gives promise of much greater success than has attended any former exhibition. The Rink in Sixty-third-street, where the fair will take place, has been completely remodeled, several new wings have been added to the main building, and the whole Rink has been decorated in a novel manner. Since last year four new entrances have been made in the building, one on each side, and the Board of Managers resolved yesterday to erect a new music-stand in the middle of the Rink, the cost being estimated at $1,500. On Monday next goods will be received and allotted their proper places in the building, but after the inauguration nothing will be admitted. The Superintendent of the Institute states that the applications this year are far in excess of any former year, and relate mainly to novelties in machinery. Besides the articles formerly exhibited, there will be a machine for the manufacture of clapboardings, occupying a large space and requiring forty-horse power; an entirely novel machine, combining lathe, gear-cutting, boring, and drilling; a new piano of a different construction from anything ever yet exhibited; printing-presses of novel construction, printing in colors, &c.; a new motor driven by electricity, and also a new motor driven by gas; a machine for the manufacture of men's clothing, from the cutting to the time they are ready for use, and also a machine for the manufacture and polish of boots; a machine for the manufacture of ladies' dresses and other articles of female attire, and a variety of other new machinery which are promised to be in operation, and in regard to which applications have already been made to the Board of Managers. The general attractions of the fair for this year will be greater than those of other years, an excellent band will be constantly in attendance, and the Institute, it is expected, will enjoy a much greater share of public patronage than it has yet received.

A SERMON ON THE BUFFALO RACES.

Rev. J. Fletcher, a Universalist clergyman in Buffalo, preached on Sunday upon the recent horse races in that city, taking as his text, "Know ye not that those who run in a race run all; but one obtaineth the prize? So run that ye may obtain." The *Commercial Advertiser*, of Buffalo, says that after some introductory remarks the reverend gentleman said that he went to the races personally that he might see the finest specimens of the noblest animals that God has given to the human family, and he thought it should be a clergyman's duty to see such creatures, since he cannot own and must not drive them. The horses, he said, prepare to do their utmost, and if any man can use such knowledge to advantage, and bless the world by a ministry of good to be derived from it, the clergyman can, whose duty bids him to use the best illustrations of human effort as an inspiration to the highest possibilities of his people. He also went to the races for the purpose of knowing the comparative good and evil resulting from them. Second-hand information, he remarked, does not generally result in first-class knowledge. The Buffalo races were established, and have been conducted, in the interests of men whose motives, touching them, have been purely secular. A class of citizens have favored them because they brought business and money into the city, through the avenues of legitimate traffic and occupations. Others have been interested in them as a favorite source of amusement, and others still have desired through their agency to improve the stock and step of the horses in the State and country. Against these motives Mr. Fletcher said he had no word of censure or complaint. He then denounced in strong terms gambling and pool-selling. A question of right was not to be compromised by a question of policy, and was entirely wrong, even if the pools did invite a large class who bring money to hotels, boarding-houses, liveries, and merchants of different classes. Encouragement to such methods of money getting is an invitation to an indolent and utterly worthless life. The reverend gentleman then passed to a consideration of the moral lessons involved, drawing many apt and instructive thoughts and suggestions from the text concerning the great race of life. The *Commercial* says that the discourse was very appropriate and interesting throughout.

ENGLAND'S NEW MASTER OF THE ROLLS.

The *Jewish Chronicle*, referring to the announcement that Sir George Jessel will be the new Master of the Rolls, observes: "In days of yore the Rolls House was a depository of records or archives. One of the titles of the Master of the Rolls was Guardian of Converted Jews, because the Old Rolls House in what was called in former days New-street, and is now Chancery-lane, was an asylum for converted Jews. Happily the progress of time has arranged matters in such fashion that a Master of the Rolls need be no more a custodian of converted Jews, nor need he have anything to do with them. A cleverly-drawn clause in the new Judicature act quite removes the Master of the Rolls from any religious difficulty. For the first time a Jew becomes an English Judge. Doubtless, if all we hear be true, he will soon become an English peer. It would be, indeed, a matter of satisfaction if intellect and work, rather than wealth or political influence, were first to raise a brother-in-faith to the position of a peer of the realm—a member of the British aristocracy; though a Jew's aristocracy is (as the authoress of the 'Last of the Jerninghams' clearly shows) of higher and older timbre than the English cachet of nobility."

A SWINDLING PRINTER.

A New-Jersey paper reports that a traveling printer by the name of C. N. Bence is now engaged in victimizing the craft in a rather novel style. He is accompanied in his rambles by a woman who claims to be his wife, and states in piteous tones that she was deserted by him in Boston, and is now soliciting aid from printers to enable her to reach her friends in Pittsburg. After obtaining all she can from the sympathetic typos, she quietly retires and meets Mr. Bence around the corner, to whom she disgorges. She exhibits a couple of working cards belonging to the said Bence—one from the New-Orleans Typographical Union, and the other from the Vicksburg Union. The paper from which we quote says that her appearance, while calculated to excite sympathy, would also in a great measure apologize for Bence, were her story true.

CITY HALL NOTES.

It was rumored in the City Hall yesterday that the next meeting of the Board of Assistant Aldermen would be one of a stormy character, owing to a combination recently made by the Democratic members. Two of the Republican clerks have been removed, and it is said that other changes are to be made.... Mayor Havemeyer has instructed his secretary, Mr. Wilder, to notify Mr. J. W. Lawton and Marshal McGrath to appear before him at noon to-day, when he will investigate the charge made against the latter. All the testimony taken before Mr. Wilder has been submitted to the Mayor.... Several property-owners interested in the proposed Eastern Boulevard had a brief conference with Commissioner Van Nort yesterday. The Commissioner explained the route selected and the preliminaries necessary before commencing the work.

THE IRISH PARADE.

It will be remembered that on the 1st inst. the organization known as the Legion of St. Patrick applied to the Board of Police for permission to parade to-day. The board granted the legion permission to parade without arms. Soon after the Corporation Counsel, E. Delafield Smith, informed the Police Commissioners that their action could not be sustained by law. On reconsidering the matter, the board yesterday decided to allow the legion to parade with arms, and directed Capt. Ward, of the Tenth Precinct, to furnish an escort of police sufficient to prevent any breach of the peace.

STREET IMPROVEMENTS.

Commissioner Van Nort has awarded contracts for paving streets, building sewers, &c., to nearly all the bidders, a list of which appeared in Thursday's TIMES. The following are the exceptions: Building sewer in One Hundred and Fourth-street; contract awarded to C. Jones instead of Patrick Farley. Paving Forty-seventh-street, between Third and Fourth avenues; contract awarded to J. B. Devlin instead of T. W. Murphy. Paving Seventy-seventh-street, from Madison to Third avenue; contract awarded to C. W. Murphy instead of J. W. Pettigrew.

THE DOCK COMMISSIONERS.

The Commissioners of Docks met yesterday. Communications were received from the Board of Health, inclosing the resolutions passed by that body concerning the rendering nuisance at the pier foot of West Thirty-eighth-street and North River, and the Vesey-street dump. A resolution was adopted directing the owners of the shanties at Fifty-first and Fifty-second streets, North River, to remove the structures at once. On petition of many of the citizens in the vicinity, it was resolved to build a new pier, 60 by 300 feet, at the foot of West Fifty-first-street. After attending to some further routine business, the meeting adjourned.

DEATH OF JAMES F. MELINE.

Col. James F. Meline, who wrote a defense of the life of Mary Queen of Scots, in reply to Mr. Froude's animadversions on her character in his *History of England*, died yesterday morning at his residence in Brooklyn.

Mr. Meline was well known as a contributor to several magazines, and, during the late rebellion, he was a prominent supporter of the Union.

THE HARLEM RAILROAD.

ANOTHER VISIT TO THE MAN-TRAPS—A PRACTICAL ILLUSTRATION OF THEIR DANGERS.

No great abuse was ever reformed except by persistent effort, and it is certainly apparent by this time that the mismanagement of the Fourth-avenue improvement is no exception to the rule. In spite of the earnest remonstrances of the residents and property-owners, and their appeals to the railroad companies, the excavations have been continued as they were begun—with an apparent disregard for the convenience or safety of passers-by, evinced by the utter neglect to provide bridges across the avenue at the intersections with the cross-streets, or even to furnish proper barricades on the banks of the trench. Said one indignant sufferer yesterday: "Not only does old Vanderbilt fail to give us bridges across the railroad, but he seems determined that we shall fall into the tunnel, for there are no barriers to prevent it; and we are even denied the small satisfaction of attempting to walk across the railroad tracks upon our own personal risk, dreadful as this would be; but no impediment is placed in a man's way if he should innocently walk into a pit thirty feet deep on a dark night. But these complaints of the long-suffering public have never been heeded, often as they have been made, and it is not until a newspaper like THE TIMES takes the matter in hand that anything can be hoped for." And that the gentleman was right, and that printers' ink is potent, the reporter saw illustrated in one instance, at least, yesterday, for, as will be remembered, a TIMES reporter who visited the neighborhood of Seventieth and Seventy-first streets, at their intersection of Fourth-avenue, on Wednesday last, found that the sidewalks of these streets, leading directly to the edge of the pit, had no barrier whatever, and that there was nothing to prevent one walking into the hole in the dark, to be dashed to pieces on the rocks below. This fact was published in yesterday's paper, and when the reporter passed by yesterday he saw that large stones and pieces of rock had been piled up at both these streets, showing that something had rather suddenly roused some one to do his duty, but whether it was the newspaper article or not can be only a matter of speculation.

The reporter endeavored to continue his investigation of the condition of the excavations at the upper end of the avenue; but the drenching rain and the high wind made it almost impossible to find a foothold in the slippery mud along the brink of the trench; and after scrambling on for about half a mile, he was compelled to forego such a difficult and dangerous journey until a more favorable time, having fully made up his mind that, to one troubled with a passion for exciting adventure and hair-breadth escapes, a scramble along the edge of Mr. Vanderbilt's precipice, say at about midnight, on a moonless night, would afford abundant scope for the gratification of such an insane desire.

The unfortunate residents of Yorkville and Harlem, with whom the reporter conversed, were unanimous in praise of the course of THE TIMES in seconding the demand of those who live along the line of Fourth-avenue that the sinking of the tracks be done in accordance with the law. "Why, Sir," said one gentleman, "it's bad enough to have the cross-streets cut away so that we have to go blocks out of our way to get across the avenue, but that we could stand—that is simply a matter of inconvenience. But when the contractors, after chopping down from the sidewalks for twenty-five or thirty feet, neglect to provide the proper means of preventing a man's falling down and breaking his neck, besides the greater danger that his little children are exposed to, then it becomes more than mere discomfort; it becomes a matter of great danger, and it is of that we complain."

"You don't," said the reporter, "think that the great number of complaints is owing to any opposition to the work itself on the part of any of the residents or property-owners?"

"Not at all, Sir," replied the gentleman. "I believe that every real-estate owner on the avenue is heartily anxious to have the railroad tracks sunk below the street level; and I think every one expected some necessary inconvenience while the digging out and filling in were going on. But I am very sure that the contractors, or some other persons having charge of the work, are very lax in their duty in neglecting to surround such a deep excavation through an important thoroughfare with the proper safeguards. What is to prevent them from erecting proper barricades and plenty of danger lamps at night? I do not believe there would be a single complaint if the work was properly done."

"Has any organized action been taken," inquired the reporter, "in the matter by any of the residents; I mean as to presenting your grievances and calling attention to the neglect of precautions?"

"I don't know" replied the gentleman "that there has been, except that individuals have complained to the contractor. There seems to be a divided responsibility, and we don't know who to apply to. Whether the Board of Supervising Engineers, appointed by the Legislature, is responsible, or whether the contractors are to blame, we don't know. But one earnest editorial in an influential paper will do more good than half a dozen meetings and appointings of committees. I like the suggestion in THE TIMES this morning, that we should complain to the Controller that the law has not been complied with, and urge him not to pay the City's share of the expense until this is remedied. I think something may come of this. Nearly all corporations, and some men, can only be struck at through their pockets."

Said another: "It wouldn't be so serious a matter if the work would soon be finished. But we are told that it's going to take two years and a half longer, at least, and to think that we must live in continual danger of breaking our necks for that length of time is enough to make a man sell out his property and move away."

"Do you think," asked the reporter, "the tunnel could be constructed more rapidly than at present?"

"I do, Sir," said the property-owner; "for I have been over a great part of the work myself, and I think many more laborers could be employed. At some parts of the pit you don't see any men at work at all. But I suppose the railroads are in no particular hurry. They have no special desire to run their tracks underground as long as they are unmolested, as they are. And it is certain that they can endure the present state of affairs much longer than—Thank you, Sir." For the gentleman, in his indignation, backed too near the precipice, and would have slipped if the reporter had not caught hold of him in a way that was rather rough, though well-meant.

The reporter spoke with several others, who all expressed the same feeling against the railway companies for not conducting the work of sinking the tracks with due consideration for the public convenience and safety. He was told of several cases in which injuries from falls into the excavation had occurred, but was unable to verify them at the time, and having no desire to be unjust toward the railroad companies, he refrains from mentioning them at present.

ST. PAUL'S CHURCH.

St. Paul's Church, the venerable neighbor of the Astor House, has been in the hands of the "restorers" (some people call them Vandals) since June. The new flooring is to be of yellow-pine. The closely-packed, narrow-seated, straight-back pews, which replaced, a few years ago, the old-style, square, high state-rooms usual in the days of Washington, are to be replaced with roomy, modern, elaborately-carved oaken benches, upholstered in crimson damask. Square pews will be retained in the places of those in the north and south aisles occupied by Gen. Washington and the Governor, with commemorative tablets, and the old coats of arms. The painting will be polychromatic, different shades of gray prevailing. The ceiling of the chancel will be of azure and gold, and the walls diapered. Twelve feet from the floor, twelve gilt gaseliers will branch from a band of bright colors. The nave and aisles will be lighted by twenty-one circles of gas jets. Stained glass, chiefly tinted with green, gold, and white, geometrically arranged, will decorate the windows. The ball and vane have been regilded, and the clock will soon again proclaim the passing hour. The architect, Frederick Charles Withers, hopes to complete the work by the first Sunday in October, when the church will be reopened for Divine service. The cost of the alterations will be more than $20,000.

FUNERAL OF GEORGE N. SANDERS.

The funeral of the late George N. Sanders took place yesterday, from St. Ann's Episcopal Church, in Eighteenth-street, near Fifth-avenue. The services were of the simplest character. The coffin was of rosewood, silver-mounted, bearing the inscription: "George N. Sanders, born Feb. 21, 1812; died Aug. 13, 1873;" and was covered with floral offerings. The services were conducted by Rev. Mr. Chamberlain, Assistant Rector of St. Ann's. The pall-bearers were Algernon S. Sullivan, John E. Ward, John R. Garland, Beverly C. Sanders, Col. White, Gen. Jos. R. Anderson, Dr. Bayard, and James M. Ball. The body was taken to Green-Wood Cemetery for interment.

STATEN ISLAND DRAINAGE.

The Staten Island drainage troubles have broken out afresh. Some citizens of the Southfield drainage district, in Edgewater, having become convinced that the Commissioners and the contractor were doing the work in an improper manner and at an excessive cost, decided to have an examination made by competent engineers. This has accordingly been done, and a report has been made showing that the work has been very imperfectly done, and at a cost three times what was necessary, the aggregate being $190,000, and the engineer's report being, first, that the work, as originally designed, could have been done for $30,300; second, that the work, as actually done, should have cost not more than $60,275. The assessed valuation of the property in the district is only $800,000, upon which $190,000, or nearly twenty-five per cent., is to be collected in one year. The contractor, Mr. Bride, has already been paid bonds to the amount of $140,000, and insists upon having the additional $50,000.

GENERAL SESSIONS.

BUSINESS TRANSACTED YESTERDAY—A HEAVY CALENDAR.

In the Court of General Sessions yesterday, Recorder Hackett presiding, Assistant District Attorney H. Russell prosecuting, a youth named Henry Blackman, charged with stealing a gold watch and chain, valued at $250, from Richard Reilly, of No. 1,258 Broadway, on 10th July, was tried and convicted. He was remanded until to-day for sentence.... George Braun, one of the gentry known in gambling parlance as "ropers-in," jointly indicted under the Felony law of 1856 with Herman Meyer and Charles Gumpe for inducing men to enter "skin" gambling saloons, where they are invariably robbed, was placed on trial. The complainant, John Berlin, a sailor, testified that on the 2d of August he arrived in New-York on the ship Golconda, and met the prisoner, who induced him to enter a gambling den in Chatham-street, the breaking up of which by the police has been already reported in THE TIMES. Brown played spiritedly at *rouge et noir*, and, of course, won. The complainant was then induced to play, and won $36, but was compelled by the dealer, Herman Meyer, to pay back $12. Berlin then left the den, and next day the place was broken up. Detective Tully testified to seeing the complainant entering the gambling saloon in company with Brown and a man named Woltz, made a descent on the place and captured a quantity of gambling paraphernalia. The case was clear against the prisoner, and the jury promptly found him guilty. Recorder Hackett said he was determined to break up this execrable business, and would begin by imposing the highest penalty allowed by law, viz.: Two years in State Prison at hard labor, and to pay a fine of $1,000, and to stand committed until paid. Seeing the prompt manner in which Braun had been disposed of, the dealer, Herman Meyer, and a "steerer," named Frederick Richter, thought it better to waive the right of trial, and pleaded guilty to one of the many indictments found against them. Meyer was sent to State Prison for one year, and Richter to the Penitentiary for six months.... Henry Wilson, charged with stealing fancy goods and China valued at $50, from Charles M. Funk, pleaded guilty to an attempt at petit larceny, and was sent to the Penitentiary for three months.... Joseph Fitzgibbons, charged with burglary on the premises of George A. Baker, No. 94 Lexington-avenue, on the 26th of July, and stealing therefrom property valued at $300, pleaded guilty, and was sent to State Prison for five years.... Bartholomew Buckley, indicted for stabbing Cornelius Sweeney on the head with a table-fork, pleaded guilty to assault and battery, and was sent to the Penitentiary for six months.... John Molloy, charged with stealing $30 from Terence Ryan, of No. 130 Ninth-avenue, on the 21st July, pleaded guilty to an attempt, and was sent to State Prison for two years and six months.... Peter Williams, indicted for stealing a roll of cocoa-matting from William Rowe, of No. 383 Canal-street, on the 22d July, and Peter Cunningham, indicted for stealing clothing valued at $63 from Robert J. Brown, of No. 20 Nassau-street, both pleaded guilty to an attempt, and were sent to State Prison for two years and six months.... Charles Black, charged with stealing a gold watch and chain from Mary Ross, at No. 105 Essex-street, on the 30th of July, pleaded guilty to petit larceny, and was sent to the Penitentiary for six months.... Three boys, named Joseph McCann, Thomas Carroll, and John Madden, pleaded guilty to stealing a quantity of copper from Michael Goodkind, of No. 542 West Thirty-third-street, and were sent to the House of Refuge.... Victor C. Julien, who stole jewelry valued at $3,350 from Alfred Picard, of No. 409 Second-avenue, on the 14th of July, and escaped to Washington, where he was arrested and sent on to New-York, pleaded guilty to grand larceny, and was sent to State Prison for four years and nine months.... Charles Smith, indicted for stealing a pocket-book containing $25 from Elizabeth Lammis, of No. 70 Irving-place, on the 14th of July, pleaded guilty to petit larceny from the person and was sent to the State Prison for four years.... Benjamin F. Gage, against whom two indictments—one for forgery and one for embezzlement—had been found, pleaded guilty to the former charge and was sent to the Penitentiary for one year.... John Johnson pleaded guilty to grand larceny and was sent to the Penitentiary for six months.... Henry Page and Henry Wilson pleaded guilty to larceny from the person and were each sent to State Prison for two years and six months.... George Stoter pleaded guilty to grand larceny and was sent to State Prison for two years and six months.... Wm. Plummer, colored, charged with cutting the throat of another colored man, named David Derrickson, with a razor, pleaded guilty to an assault with intent to do bodily harm, and was sent to State Prison for four years.... John O'Connell pleaded guilty to petit larceny, and was sent to the Penitentiary for six months.... The business transacted in this court yesterday was the largest ever known during the August term.

THE PARK COMMISSIONERS.

The Park Commissioners met yesterday. A communication was received from Alfred N. Lawrence requesting that drinking fountains might be constructed in Stuyvesant Park. The matter was referred to the Chief Engineer. Bills to the following amount were audited:

For maintenance	$2,114 71
For constructions	4,129 13
For expenses of celebration of July 4, 1873	4,254 47
For maintenance of bridges	276 26
Total	$10,774 57

A petition was received from the Taxpayers' Association of the Tenth, Eleventh, and Seventeenth Wards, complaining of the lawlessness practiced in Tompkins-square, and asking that the police force in that square may be reinforced. The matter was referred to the Superintendent of Parks. A communication was received from the Corporation Counsel in reference to the granting of contracts under the new charter. It was read and ordered to be placed on the minutes. A resolution was adopted requiring the Chief Engineer to make an examination into the condition of the water around Mount Morris-square, and report thereon. A resolution was also adopted requesting the Commissioners of Public Works to lend to the department all maps and surveys of the island from Ninetieth-street to Mount Morris-square. The meeting then adjourned.

CORONERS' CASES.

Coroner Young yesterday afternoon took the ante-mortem statement of Daniel McCauley, the laborer who, on Wednesday night, was stabbed in his boarding-house, No. 522 West Fifty-first-street by his landlord, Patrick Horrigan. McCauley, who was very weak from the effect of his wounds, in answer to the queries of the Coroner, said, while in Horrigan's rooms, he quarreled with James McGuire, another boarder, and they began to fight. Horrigan, who was lying in bed, jumped up, and stabbed him with a carving-knife which was lying on the table at the time. Horrigan was arraigned before Justice Coulter, at the Yorkville Police Court, yesterday. He did not make any statement regarding the affair. His wife, who, with McGuire, were arrested as witnesses, stated that McCauley came in drunk and assaulted McGuire, when her husband interfered and put McCauley out of the room. She did not see her husband stab McCauley. McGuire made a similar statement. They were committed to the House of Detention. McCauley's condition is critical.... Thomas O'Brien, a confirmed drunkard, who, while in the Tombs, was employed as a carpenter, was accidentally shot by Keeper William Kennedy, while the latter was cleaning a revolver, on the 1st inst. O'Brien recovered from the wound, but from his habits the wound reopened and death followed.

PASSAIC COUNTY ASSESSMENTS.

Considerable ill-feeling has been occasioned in the Passaic County Board of Assessors between the county members and those from the Cities of Paterson and Passaic. For several years there have been increases in the amount of taxes to be collected, all of which have been placed on the cities, as from the printed tabular statements there have been in five years no increase in value in the property of the townships, as returned by their assessors. This year, in fact, some of the townships report a decreased value, that of Pompton being $36,000 less than of last year. Some of the valuations are absurdly low. In West Milford they average per acre only $12 38, including farm buildings and other improvements and all personal property, and in Pompton only $24 per acre. This year, the city members being in a majority in the board, placed an additional $1,000,000 on the townships, and now the country members refuse to sign the report of a majority of the board, though Paterson and Passaic still have to pay taxes on $26,000,000 out of $36,000,000. A meeting will be held this morning, at which an attempt will be made to settle the difficulty.

DEATH FROM FRIGHT.

The Syracuse *Journal* says that a man named Anthony Gilbo, employed in the Central Railroad shops in that city as a fireman, died suddenly on Monday afternoon. He had fired up locomotive "No. 294," opened the valve and left to attend another locomotive. Presently he thought of the first engine and ran back, closed the valve, and, finding but little water in the boiler, immediately jumped from the locomotive and shouted lustily for help. Other employes near by hearing the man's cries, ran to his assistance and found him lying prostrate near the hose used for supplying the engines with water. He was taken up and carried to his residence, and died shortly after being taken there. His death is supposed to have been the direct result of fright and over-exertion

THE SIGNAL OFFICE REPORT.

INTERESTING METEOROLOGICAL FACTS—THE MONTHLY WEATHER REVIEW FOR JULY.

WASHINGTON, Aug. 14.—The local storms of Summer, as they are styled by the weather predictions of Old Probabilities, notwithstanding their terrifying accompaniments—lightning, thunder, and hail—are rapidly coming, to some extent, within the bounds of human foresight. It has been reserved for our own generation to complete the work of Franklin, and to show that all the phenomena of a thunder-storm are subject to certain fixed laws, and this to such an extent that in Europe the companies formed for insurance against accidents by lightning are quite as profitable as the ordinary life insurance companies of this country; even the course pursued by a thunder-storm, as it slowly moves over the land, seems possible to be predicted, if we may judge from the map just published by the War Department in connection with the regular monthly weather review.

From this map, together with the accompanying text, we learn that the thunder-storms during the past July have been most numerous in Ohio, Western Pennsylvania, and Southern Florida, and that they were decidedly less numerous on the immediate coast of the ocean than 100 miles in the interior. The great storm centres, as they are called, are the areas of low barometer, and while these have moved regularly eastward from Minnesota to Nova Scotia, the smaller local storms, as tributaries to these, have moved from the South and West north-eastward like the eddies of a whirlpool.

The public have reason to be gratified with the valuable general view of the weather afforded by the monthly Reviews of the Storm Bureau, and it is to be hoped that increasing experience will make it possible to publish monthly predictions as well as monthly reviews.

The following is a summary of the official Monthly weather review for July, with which is issued a series of maps illustrating the statements made in the report:

Storms.—During the month of July, 1873, thirteen areas of low barometer have been recorded on the daily weather maps of the Signal Office; the tracks pursued by these have in general passed centrally over the extreme northern limit of the United States. This feature has indeed been this year rather more noticeable than in former years, as is seen from the following statement: July, 1871, the mean latitude of the tracks of fifteen centres of low barometer was 45°; July, 1872, the mean latitude of the tracks of fourteen centres of low barometer was 44°; July, 1873, the mean latitude of the tracks of thirteen centres of low barometer was 47°. As in former years during this month, so in the present year, with scarcely an exception, the areas of low pressure first became apparent in or beyond Dakota and Manitoba. On most occasions the appearance of a low barometer in the North-west has been preceded by slight barometric depressions on the coasts of Oregon and California, but it has been impossible to decide whether the disturbances have passed from the Pacific Ocean eastward, or have originated in the Rocky Mountains of British America. The numerous local storms that are experienced during the Summer months have a certain relation to the large areas of high and low barometer, to the topography of the country, the position of the ocean and other bodies of water, &c. The local storms (which are almost invariably attended with lightning, &c.,) have been most numerous in Florida, on the west and south-west side of the area of high barometer that prevails during July on the Atlantic between the latitudes of 12° and 30° north. The region of next greatest frequency is in Ohio and Western Pennsylvania, where the south and south-west winds attending the areas of low pressure rise up over the high country of those States. The storm frequency diminishes as we proceed from the Gulf coast northward over the low flat country, and north-westward toward the high arid plains; on the other hand, it increases as we proceed from the Middle and East Atlantic coasts westward up a rapid slope to the summit of the Appalachian range. The local storms are least frequent on the dry plains west of the valley of the Mississippi River, and there are indications of a region of diminished frequency in the northern part of the Province of Ontario, though the scarcity of our stations in that region may possibly account for this.

Winds.—No winds of special severity have been reported during this month, except the tornado of July 3, at Indianapolis. The winds have reached the limit of high (a velocity of thirty miles an hour) only twice in the Middle Atlantic States and thrice in Dakota and Northern Minnesota. In general, it may be stated, that south and south-east winds have prevailed in the Gulf States, Iowa, and Minnesota; but elsewhere over the country east of the Rocky Mountains, the prevailing winds have been from the south, south-west, and west.

Rain-fall.—The total amount of rain during the month appears to have been in excess in Indiana, Illinois, and Michigan, and on the southern border of Lakes Superior, Erie, and Ontario, as also in New-England. The reports from the summit of Mount Washington show a rain-fall of thirteen and a half inches, as contrasted with only three and a half inches in July, 1872; on the other hand, the rain-fall of June was three and a half inches, while in June, 1872, eighteen and a half inches were reported. By combining the two we obtain for June and July together in 1872, twenty-two inches, and in 1873, seventeen inches. A deficiency of rain is apparent in the province of Ontario, on the Middle Atlantic coast, over the Lower Mississippi Valley, and in the North-west. The details of the rain-fall are given for each geographical subdivision in the accompanying table.

Temperature.—The temperature has very generally averaged one or two degrees lower than for the corresponding month of 1872, which latter was indeed in many places one of the warmest on record. Compared with the average of many years, the past month seemed to have been from one to four degrees warmer than the normal temperature over the Middle Atlantic and the Eastern Gulf States. In general, however, over the rest of the country east of the Rocky Mountains the temperature has been slightly below the average, the deficiency amounting to 1° or 2° in the valley of the Mississippi River. The accompanying table shows for each geographical subdivision the general mean temperature, as observed and as compared with normal values resulting from many years of observation. The map showing the monthly range of temperature, or the difference between the highest and lowest temperatures that have occurred during the month, shows that the range is greatest in high and dry localities, and least in low and damp regions. The range also increases decidedly with the latitude, even on the Atlantic coast, a phenomena doubtless due to the greater changes in cloudiness and humidity.

River and Ocean Temperatures.—Reports have been received for the last ten days of the month from some of the stations that have, at the suggestion of the United States Commissioner of Fish and Fisheries, been furnished with apparatus for observing the temperatures of the water in the rivers, bays, &c. The results promise to be of general meteorological interest. In general, it is found that the range of temperature increases very regularly as we proceed from Cape Hatteras north-eastward. The figures for each day show that the temperature steadily increased at Boston and New-London from the 18th to the 27th, and then began as steadily to diminish. This change may be due either to a tidal influence or to a change in the warm currents of the adjacent ocean.

River Observations.—The Red River fell steadily during the entire month. The Missouri fell almost continuously, except at Leavenworth, where it rose during the first week of July. The Upper Mississippi has declined somewhat; the middle portion of the river was at first stationary or slightly rising, and then began to fall steadily; the lower portion of the river, after falling and rising, has again begun to fall. The Cumberland has experienced three sudden rises and subsequent falls, attending three periods of rain. Similar oscillations have occurred in the Ohio, a specially large wave having moved from Pittsburg to Louisville between the 6th and 10th of the month.

TABLE SHOWING THE RAIN-FALL AND TEMPERATURE FOR JULY, 1873.

District.	Average Rain-fall. Inches.	Aver. Temper'e. Degrees.
New-England	3.5 or excess	70 or excess.
Middle Atl. States	3.5 or deficiency	77 or excess.
Lower Lake region	5.0 or excess	71 or normal.
Upper Lake region	4.5 or excess	66 or normal.
South Atl. States	5.5 or normal	81 or deficiency.
Eastern Gulf States	5.0 or normal	82 or excess.
Western Gulf States	5.0 or normal	82 or deficiency.
Ohio valley	4.5 or deficiency	77 or excess.
Lower Miss. valley	2.0 or deficiency	80 or normal.
Upper Miss. valley	4.0 or deficiency	75 or deficiency.
Lower Missouri val.	2.0 or deficiency	75 or excess.
The North-west	3.0 or deficiency	75 or normal.

RAILROAD SUITS IN ILLINOIS.

The various railroad companies in Illinois have paid little regard to the provisions of the new Railroad law of the State, and the Commissioners are about to bring suit against them. The law gives the Commissioners full power to bring suit against all such companies as demand "more than a fair and reasonable rate of toll," or are guilty of "unjust discrimination;" and the penalties are fixed at from $1,000 to $5,000 for the first offense; $5,000 to $10,000 for the second, and so on. The Springfield *Journal* says: "The Commissioners have thus far delayed prosecution, not from any hesitation or reluctance to vindicate the violated law, but in order to become thoroughly posted in reference to the facts of each case. They are making arrangements to bring their suits at once; and, so soon as the Attorney General of the State returns to his post, which will be in a few days, we have no doubt he will make it quite lively for the railroad companies. The people may rest assured that the complaints will be pushed to judgment and execution in the courts, while such other remedies as the law provides will also be applied. It will be borne in mind that 'suits commenced under the provisions of the act shall have precedence over all other business except criminal business.'"

THREE BOYS.

A correspondent writing from Ypsilanti, Mich., on the 9th inst., says: "An Irish woman named Murphy, in this city, on Tuesday, the 5th, gave birth to three boys, weighing respectively five, seven, and eight pounds, and on the next day she went to the church with the three infants and had them christened by the names of John, Thomas, and Patrick Murphy. A great many of our citizens have called upon the little strangers. Mother and sons are doing well."

NEW PUBLICATIONS.

THE UNITY OF NATURAL PHENOMENA: A Popular Introduction to the Study of the Forces of Nature. From the French of M. EMILE SAIGEY. With an Introduction and Notes by THOMAS FREEMAN MOSES, A. M., M. D., Professor of Natural Science in Urbana University. Boston: ESTES & LAURIAT. 1873.

The chief portion of the contents of this volume appeared first in a series of articles contributed to the *Revue des Deux Mondes.* The doctrine of which it treats is not new, but it is vastly important, and has already effected a total change in the direction of many scientific inquiries. The discovery that motion and heat are convertible dates back a generation nearly; and the view here taken, as a deduction therefrom, is that all the forces of nature are traceable to the same principle, and are mutually convertible under certain fixed laws which are none other than the laws of mechanics. The theory is not unreservedly accepted by scientific men, but it had been treated quite fully before M. Saigey turned attention to it, and it is becoming very generally assented to. If we say that the present volume scarcely fulfills its promise as a popular introduction to the subject, we offer but little reproof in respect to a matter which probably could not be put in a form where it would be popular. It is necessarily abstruse, too much so to interest the general reader or even the superficial student, but as far as it can be made plain to a careful inquirer that object has been attained.

After fully detailing the general hypothesis, M. Saigey treats of the nature and phenomena of Sound, Sight, Heat, and Electricity, in chapters which will be read with pleasure and advantage by those who heard Prof. Tyndall's lectures last Winter. He then goes on to attempt an explanation of the construction of the universe and of the phenomena of life on the theory before deduced. Going a step further back than the nebulous period of creation assumed by Laplace, the modern hypothesis starts from a time when no system existed, and when ether alone filled the whole of space. So long as this medium remained strictly homogeneous, a uniform vibration continued throughout, but if among the primitive atoms there exist at certain points some dissimilarity, the preponderating atoms immediately become centres of aggregation, which ultimately form independent cosmical essences, and the phenomenon of gravitation takes its birth. The supposition is maintained that this process is constantly going on, and that the nebulæ visible in the remote regions of space are not always finished worlds made well-nigh undistinguishable by distance, but that they are the nebulous germs of what in future ages may and will become worlds. Such an extension of the theory must not be awarded an undue value, but it is interesting as one of the directions to which the thoughts are necessarily led if we once accept the idea that there is but one force at the bottom of all created matter.

Apply the same theory to the phenomena of life, and vital activity becomes not a creation, but only a transformation of motions. Although we cannot explain the cause which forms the first cellule, and which changes it in time and by development into a living being, it is equally apparent upon the fundamental assumption laid down that the result is brought about by a series of movements having their origin in one primary motion, acting in accordance with certain defined laws, but determined in a way that we cannot comprehend. Dr. Moses, whose translation of this work leaves nothing to be desired, very justly draws attention to the fact that while M. Saigey is careful to avoid certain vexed questions bearing upon this part of the subject, nevertheless his view that vital phenomena are but manifestations in matters of an interior active principle and can be included in the category of material motions, is fully sustained by the results of modern investigation. It is probable too that other theories here expressed may receive indorsement upon further investigation, although they will be read by many now as in advance of our existing knowledge. They need not be condemned at any rate as chimerical or even improbable, and we commend M. Saigey's work to the perusal of the thoughtful in these matters, not less on account of the originality of some of the conceptions, than for the agreeable style in which they are conveyed and the number of interesting facts with which they are illustrated.

LAKE GEORGE. (Illustrated.) A Book of To-Day. By S. R. STODDARD. Albany: WEED, PARSONS & Co.

At the present season, and specially among those seekers after country air and the real delights of rural pleasures, this little book will be acceptable. It points to a region long since made memorable by Cooper, and full of historical reminiscences and picturesque beauties; and it indicates where the true enjoyments of a holiday amid the wilds of nature may be well enjoyed. But although in the information contained it is a guide-book of a most practical character, it is also, and perhaps primarily, a work that will well while away an hour in the railway car or steam-boat, in whatever direction one may be bound. Mr. Stoddard has adopted a style that from the outset commends him to his reader, and carries us along with him as with a cheering companion till he turns his back on Lake George, and, facing for Ticonderoga, compels us to bid him reluctantly good-by.

The historical portions of the little volume are equally interesting, and contain nothing more than is essential to be brought to the mind of the traveler, be he never so indifferent to associations with the past. In fact the only fault is that in many respects the book is too short.

SECOND BOOK OF BOTANY. A Practical Guide to the Observation and Study of Plants. By ELIZA A. YOUMANS, author of The First Book of Botany, editor of Henslow's Botanical Charts. New-York: D. APPLETON & Co. 1873.

There is no science which offers greater attractions to the general student, nor one which is more constantly neglected, than botany. The materials are at hand. The wild flowers that lie along our path by the country roadside furnish all that is necessary for many deep lessons in the science, yet few of these flowers are—we will not say understood—but even regarded as noteworthy by the majority who pass them by. This is due perhaps chiefly to two causes, first an impression too prevalent that there is no practical value in botany, and next that it is presented to the learner too often in a very unattractive form. Of the scarcity of good teachers we say nothing.

Although the work before us possesses considerable merit as the production of a lover of the science, it does not quite clear away the two objections we have named. In an appendix Miss Youmans has something to say on "the educational claims of botany," but she does not appeal to the minds of the young; and school boys and girls now-a-days, partaking much of the propensity of their elders, are prone to look at the material side of things, so that glancing through this "Second Book" they will conclude that botany is full of very hard words, and that there is very little use in it. Let them know that, if they were journeying through the far West, and were in need of vegetable food, plants of the cruciferous order might—even though never seen before—be taken as food with safety, and they would see utility. Give them in like manner the caution that would be necessary in dealing with the Ranunculaceæ or Apocynaceæ, and again a practical lesson would be taught which would stimulate them to know the distinctive features of plants belonging to those orders. The late Prof. Lindley, who was at once the finest botanist of this century and the most successful teacher, laid great stress upon beginning with this side of the science in his junior classes. And we think he was wise. Miss Youmans has been most careful and conscientious in the work before us. We should like to have seen the first six chapters at least simplified, and more space given to classification, with indications of its practical use as well as of its scientific value. The work is well got up, and the illustrations are clear and good.

NEW ELEMENTARY GEOMETRY. With Practical Application. A Shorter Course upon the Basis of the Larger Work. By BENJAMIN GREENLEAF, A. M. Boston: R. S. DAVIS & Co., 1873.

Such is the title of this work—yet we are told in the preface that the volume was prepared by H. B. Maglathlin; what part Mr. Greenleaf took in the labor is therefore not very clear. The value of a multiplication of "short courses in geometry" is very problematical. For the peace of teachers there are too many already, as pupils also know to their perplexity. But after a careful examination of the present work we can find nothing in it that merits special commendation, while there is much of which we cannot approve. For example, in order to prove that the angles opposite the base of an isosceles triangle are equal, we are asked to "conceive" an angle as being bisected. Such proposals are no improvement on the method of Euclid, and there are many of them in the book. They are not justified on the ground of simplicity either. The mind which can "conceive" the bisection of an angle could equally well have learned how to bisect it. A pupil who goes steadily through this work would in all probability be brought to the conclusion that he might have spent his time more profitably on some other.

A PRYING OLD LADY'S DISCOVERY.

The telegraph has reported the arrest of a man in Lawrence, Mass., for the theft of a large number of season tickets on the Boston and Maine Railroad, and the recovery of the money he had received from the sale of them. How it was brought about is told by the Boston *Herald* as follows: "A maiden lady in Lawrence possessed of an unusual amount of curiosity had been greatly excited by certain suspicious acts of a tenant of hers named Henry F. Bent, and one day when Henry was absent she obtained access to his apartments, where she discovered quite a quantity of railroad tickets. In the innocence of her heart, she took possession of some of them, and, thinking they would make pretty playthings, gave some to a young friend of hers. The lad, not sharing the opinion of his venerable friend that the tickets were worthless, attempted to sell them, and in doing so he fell into the hands of Detective Philbrick. Subsequent investigations revealed the fact that the tickets were not counterfeit, but bona fide tickets, and that a large quantity had been stolen from the general ticket-office, and that, too, in such a manner that the officials could not tell that they had lost a single one. It appears that some time in February last, Henry F. Bent, a carpenter, some thirty years of age, was employed by the company to make repairs or alterations in their general ticket-office. As is well known, huge piles of tickets are scattered around, filling shelves, drawers, and tables within the sacred precincts, and the fact that no record has been kept of the number of these tickets shows what implicit confidence is placed in the integrity of the employes of that office. Unfortunately, the carpenter couldn't resist temptation, and, as he passed in and out, he managed to pocket quite a number of package tickets, which do not require stamping to make them good. Day by day this pocketing process was carried on, and day by day the carpenter saw his booty increase in value and variety. One day he would cabbage a package of Somerville tickets, the next a couple of packages of Lawrence tickets, while, perhaps, the next day he would be prepared to supply Melrose passengers with strips of pasteboard; and anon Wakefield or Reading people might have obtained tickets of him at discount, had they only known it. In this manner Bent collected some $2,000 worth of tickets, according to his own confession, but it is impossible to say whether his story gives the true amount of his pilferings or not. Two months ago Bent was arrested, and although he had about $125 worth of tickets in his possession, it was impossible to clearly prove that he stole them. When arraigned Bent pleaded not guilty, and as the Government was not prepared to go on with the trial the case was continued from time to time. In the meantime Bent's counsel interviewed the detective and intimated a desire to fix the case, promising in behalf of his client to make good the loss to the railroad company. Believing that it would be impossible to prove the guilt of the defendant, owing to the loose manner in which the ticket department was managed, Mr. Philbrick consented to a compromise, and as a result he had the pleasure yesterday of handing to Mr. Furber, the superintendent, $2,000 in tickets and money, to his utter astonishment, as he was entirely ignorant that anywhere near so large an amount had been stolen, and he intimated pretty strongly a determination to introduce a reform in the manner of conducting the ticket business, to the end that such a theft would hereafter be impossible."

A BUFFALO BALLOON.

Prof. Samuel Arking is constructing a balloon of very large proportions, in Buffalo, intending to make an ascension from that city about the 1st of September. The *Commercial Advertiser*, of that city, gives the following account of his preparations: "With the energy and go-aheaditiveness which characterizes all the enterprises of the professor, he went immediately to work on his arrival, and the progress already made is highly satisfactory. Having purchased the necessary cloth, about 1,400 yards of the very best and strongest cotton of domestic manufacture—the professor, by the way, always patronises domestic manufactures—he chartered eight or ten sewing-machines, secured the services of competent operators, and commenced the construction of 'The Buffalo,' the name by which the balloon will be known. A visit made to-day to the place where the work is in progress, revealed the fact that the stitching is already about one-third completed. The work on the balloon is of the most substantial character. In the first place the breadths of the cotton are seamed together in a new and improved manner and then stitched through again, by the machines, in order to insure additional firmness and security. The length of each seam, from the 'neck' to the 'valve" is ninety-five feet. There are sixty of these seams, and, each being gone over twice, there was 11,400 feet of stitching on the seams alone to be done. Besides this, there are twenty-four 'stays' passing horizontally around the balloon to secure additional strength; and this will involve nearly half as much stitching as on the balloon itself. The balloon will present, when inflated, the form of a sphere, with the exception of the elongation at the neck. It will be about 176 feet in circumference and 56 feet in diameter. In the top there will be a valve of 25 inches in diameter, from which, when opened to its full capacity, the gas would escape at the rate of 1,000 feet a minute. The balloon will be provided with a collapsing cord, by means of which, in case of danger when dragging upon the earth, the great gas-bag can be exploded instantaneously, and the progress of the car arrested. The net-work, car, anchors, &c., were previously manufactured, and are now in the city. The net-work is of the strongest cotton twine, of 143 threads, each cord being capable of sustaining the weight of between 300 and 400 pounds. The car is of peculiar construction, being of oval shape, with a sort of outrig serving as seats, with back. The car is capable of accommodating comfortably fourteen persons, although the party to make the excursion will not, probably, reach half that number. There will be two anchors—one the 'grapnel' formerly used in the old balloon 'Hyperion,' and the other an ordinary boat-anchor. Prof. King intends, should the condition of things be favorable, to make the longest and most important overland voyage ever made in this country."

ZACHARY TAYLOR'S GRAVE.

Of the present conditions of the surroundings of the grave of the late President Zachary Taylor, the Louisville *Courier-Journal* says: "Between five and six miles from the city, on an obscure neighborhood road, a quarter of a mile from the Brownsboro road, rest the remains of the twelfth President of the United States—Zachary Taylor. The grave is situated in the north-east corner of the Taylor farm, and it is mortifying to relate that it is in a sadly neglected condition, underbrush, weeds, and ailantus trees rendering it very difficult of access. No monument has ever been erected to Gen. Taylor's memory. The remains lie in a plain vault built in the side of a hill, with a marble slab over the door bearing the inscription:

Z. Taylor,
Born Nov. 24, 1784;
Died July 9, 1850.

The services rendered by this brave, good-natured old soldier deserve monumental recognition. A gentleman who recently visited the grave said to a reporter of this paper: 'As I stood there, with head uncovered, my mind reverted to boyhood days, and I remembered a solemn funeral cortége at Philadelphia, the city in mourning, public buildings and private residences draped in black, a hush all over the city, sadness depicted in every face, for great, brave old Gen. Taylor was dead. The whole nation, in fact, mourned his loss. Twenty-three years after this I find myself at his grave near Louisville, and am impressed with the fact that the nation's dead are soon forgotten.' The place does, indeed, appear forgotten. A stone wall incloses the little graveyard, and a rusty and unused iron gate frowns upon the visitor. It evidently has not been opened for years. Col. Richard Taylor is buried to the right of Gen. Taylor. An obelisk, eighteen feet high, is erected over his grave, bearing the inscription: 'Col. Richard Taylor, a soldier of the Revolutionary war, and a native of Orange County, Virginia; born April 3, 1744; died Jan. 19, 1829.' Col. Taylor came to this State while his son, Zachary, was an infant, and settled on the plantation where he is now buried."

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—AUG. 14.

SALES BEFORE THE CALL—10 A. M.

500 Pacific Mail......	40	100 West. Union...c.	91⅝
200 do......	40⅛	100 do......	91⅝
100 do......s3.	40⅛	100 do......b3.	91¾
500 do......	40¼	200 do......	91¾
200 do......s3.	40⅛	500 Erie Railway......	59⅝
200 do......	40⅛	100 Union Pacific...c.	27⅞
200 do......	40¼	100 Tol. & Wab......c.	71
400 do......	40⅜	200 do......	71
200 do......s3.	40¼	200 Lake Shore R......	94⅛
200 do......	40⅛	200 do......b3.	94⅛
100 do......b3.	40⅜	200 do......s3.	94⅛
200 do......	40⅜	100 do......	94¼
200 do......c.	40⅜	100 do......b3.	94¼
500 do......b3.	40½	100 Ohio & Miss. R......	39½
100 Adams Express..	95	100 do......c.	39⅝
100 N. Y. C. & Hud. R.	105⅛	100 C., C. & I. C. R......	31⅞

GOVERNMENT STOCKS—10:15 A. M.

$500 U. S. 5-20 C., '65, new......	117½	$7,000 U.S.5-20 C.'62.	117
1,000 do......	117½	8,000 U. S. 5s, '81, C.	114¾

FIRST BOARD—10:30 A. M.

$2,000 Missouri 6s...	93	100 Pac. Mail..b. c. c.	40⅜
1,000 do......	92⅞	600 do......	40½
3,000 Erie 4th......	99	100 do......	40½
1,000 Mich. Cen. 8s...	112	1800 do......	40⅜
6,000 Cen. Pac. G. bs.	100⅛	100 do......s3.	40½
2,000 do......	100	100 do......	40⅜
1,000 West. Pac bds..	92½	500 do......	40⅜
7,000 Un. Pac. R. 1st.	82	100 do......c.	40⅜
3,000 U. Pac. 10s, Inc.	62¾	100 do......	40⅜
1,000 Ill. Cen. 7s, '75.	102	100 do......	40¼
1,000 H. & St. Jo. 8s,		600	
Conv......	91½	13 do......	39¾
1,000 Tol. & Wab. 1st,		100 do......	40¼
St. Louis Div.	90¼	100 do......b3.	40½
1,000 do......	90⅛	200 do......	40⅜
3,000 do......	90	1000 do......	40½
5,000 P., Ft. W. & C. 1st.	106	100 do......s3.	40½
1,000 O. & M. Con. S. F.	92	100 Panama R...b. c.	114½
2,000 Ohio & Miss. 2d.	84½	40 Cleve. & P. Guar..	89⅜
3,000 N. J. South. 1st.	75¼	20 do...b. c. c.	89⅝
3,000 St. L. & I. M. 2d.	88½	100 N. W. & C. R..b. c.	67
1,000 B., C. R. & M. 1st.	88	200 Ch. & N. W. Pref.	83
50 Del. & Hud. Canal.	113⅜	10 do......	83¾
60 do. bet. call.	113	100 Ill. Cen. R...b. c.	108
100 W. Un. Tel...b. c.	91¾	100 N. J. Central R...	103
100 do......c.	91¾	100 C., C., C. & I..s30.	85½
100 do......c.	91⅞	100 Chic. & R. I. R...	110½
300 do......b3.	92	100 M. & St. P. R..b. c.	52⅛
50 American Ex......	62¼	100 do......c.	52⅛
15 do......	62	200 do......	52
200 Harlem Railroad.	131½	50 Ch. Bur. & Q. R..	105
100 do. bet. call.	132	100 N. Jersey R..b. c.	27½
600 L. S. & M. So. b. c. b3.	94⅜	20 Del., L. & W. R...	101⅛
100 do......s3.	94¼	10 Morris & Essex R.	92⅜
200 do......	94⅛	90 do......	92¼
500 do......	94	100 do......	92⅛
100 N. Y. C. & H..b. c. c.	105¼	10 Ch. & Alton. b. c..	110
200 do......	105¼	20 Rens. & Sar. R....	104
200 do......s3.	105⅛	100 Ohio & Miss..b. c.	39½
200 Un. Pac...b. c. b3.	28	100 At. & Pac. Pf..b. c.	26¾
100 do......b10.	28	100 do......b3.	26½
100 do......c.	27⅞	100 do......	26¼
100 do......b3.	27⅞	300 do......	26

GOVERNMENT STOCKS—12:15 AND 2:15 P. M.

$5,000 U. S. Reg., '62.	117	$10,000 U. S. 5-20 C., '67......	119¼
4,000 U. S. 5-20 C., '64......	117¼	3,000 U. S. 5s, C., '81.	113¾

SALES BEFORE THE CALL—12:30 O'CLOCK.

100 West. Union......	91⅝	100 Toledo & Wab....	71
300 Lake Shore......	94⅛	200 Atlan. & P. P. s3..	25¾
200 Pacific Mail......	40⅜	200 do......	25½
100 do......	40¼	100 do......	25⅜
1000 do......	40¼	200 do......	25¼
100 do......s3.	40	200 do......	25⅛
500 do......b3.	40⅛	100 do......b3.	25¼
500 do......	40⅛	100 do......b3.	25½
300 do......	40¼	200 do......	25½
300 do......b3.	40¼	100 do......	25⅞
100 North-western...	67	100 do......	26
200 St. Paul......s3.	52	100 Ohio & Miss......	39½
100 do......	52	600 Union Pacific.....	27⅞

SECOND BOARD—1 P. M.

$5,000 Cen. P. G. bs..	100⅛	100 W. U. Tel. b. c. s3.	91⅝
1,000 E. Tenn., Va.		200 do......	91¾
& Ga. 1st....	91½	200 Chic. & N. W. b. c.	66¾
1,000 C. & N. W. Con.	92¾	100 Chic. & R. I..b. c.	110½
2,000 Chic. & A. In.	97¼	100 Mil. & St. P. b. c. s3.	51⅞
1,000 H. & St. Jo. 8s,		100 do......	51⅞
Conv......	92	100 do......	51½
200 Pac. M. S. S. Co. b. c.	40⅜	100 do......	51⅜
300 do......	40¼	100 do......	51½
700 do......	40⅛	400 do......	51⅝
100 do......s3.	40	100 Cleve. & Pitts. G.	89⅛
800 L. S. & M. So. b. c.	94⅛	100 do. bet. call.	89
100 Erie Railway. b. c.	59⅛	400 M. & St. P. Pf. b. c.	71⅛
100 do......	59⅝	100 do......	72
200 do......b3.	59½	60 P., Ft. W. & C. Gd.	94
300 Un. Pacific...b. c.	27⅞	100 do......	93⅝
600 Panama R..b. c..	115	600 Del., Lack. & W..	101
200 do......	115¼	100 do. bet. call.	101⅛
100 do......b3.	115⅜	200 do......	101
100 do......	115⅜	100 Chic. & Alt...b. c.	109⅝
10 do......	115½	40 do......	110
200 do......	116	100 Rome & Wat'wn.	87½

SALES FROM 2:30 TO 3 P. M.

100 West. Union..s3.	91⅝	100 Panama......	116
100 Pacific Mail......	40⅛	100 North-western...	66¾
100 do......	40¼	300 St. Paul......	51¾
100 do......	40⅛	200 do......	51⅝
300 Erie Railway......	59½	200 St. Paul Pref.....	72
600 do......	59⅜	100 C., C. & I. C......	32
500 Lake Shore...s3.	94		

THURSDAY, Aug. 14—P. M.

The sales of Gold fell to 114¾ ₩ cent. to-day, and only about one-half the Treasury offering of $1,500,000 was bid for at any price. The amount bid for was, altogether, $765,500, at from 115.05 ₩ cent. down to 114½ ₩ cent. The Gold Combination of Mr. Jay Gould failed to put in an appearance at the Treasury, and the awards were to nine other parties, in sums varying from $200,000 down to $20,000. It was also intimated on the street that Gould's Brokers were not disposed to sustain the market in the Gold Room later in the day. In explanation it was reported that Mr. Gould himself was out of town. The market at 2:30 P. M. stood 114¾@114⅞ ₩ cent.

In the absence, to-day, of bids to the full amount of the Treasury Gold, it is probable that the Secretary of the Treasury will accept bids next Thursday to the extent of about $2,250,000.

The sales of first-class Bills on London fell to 108⅝ ₩ cent., 60 days, and 109⅜ ₩ cent., sight. The range of business, which was not large to-day, was at 108⅜@108½ for 60 days, and 109⅜@109½ ₩ cent., sight and short sight.

Money returned to 3@4 ₩ cent. rates to-day, on a very abundant offering to the Brokers.

The Stock Exchange was better on the Share Speculation, and the "raiders" of yesterday on the Pacific Mail and the Vanderbilt Stocks were less demonstrative, and the temper of the market was altogether firmer. The Public Funds were steady, although the further decline in Gold and Exchange was against orders for Europe, or would have been so but for the stiffness of the London and Frankfort Cables.

At the close of the Stock Exchange, at 3 o'clock P. M., the following quotations were made as compared with Wednesday Afternoon. The Share speculation left off steady. The last sales of Gold 114¾, and the price bid. Exchange weak at 108⅜@108½ ₩ cent. Money very easy. It was surmised in some quarters this Afternoon that the Gold clique are anxious to have the Street sell short on the decline to 114¾ ₩ cent to-day. But if so, they are not likely to be indulged, as, outside the Gold Room, the public are disposed to leave the combination severely alone.

Closing Quotations—AUG. 14.

	Wednesday.	Thursday.
United States New 5s......	114⅞	114¾
U. S. 5-20s, May and November.	119⅛	118¾
U. S. 5-20s, January and July..	119⅜	119⅛
American Gold......	115⅛	114¾
Bills on London, 60 days......	108¾	108½
N. Y. Central and Hudson......	105⅛	105⅛
Chicago and Rock Island......	110⅜	110⅜
Pacific Mail......	39⅞	40⅛
St. Paul Preferred......	73¼	71¾
St. Paul Common......	52¼	51⅝
Ohio and Mississippi......	39½	39½
Western Union Telegraph......	91¾	91⅝
Erie......	59⅜	59¼
Union Pacific......	27¾	27⅞
Lake Shore......	94¼	94
C., C. and Indiana Central.....	31¾	32
Toledo and Wabash......	70⅞	70⅞
Harlem......	131¾	131⅞
Atlantic and Pacific......	26¾	25¾
North-west......	66¾	66¾
Missouri Pacific......	49	49
Hannibal and St. Joseph......	38¾	38¼

The last prices for the various Public Funds of the United States are as follows:

6 ₩ cent. reg., '81....	118⅛	5-20 coup., n. i., '65...	117⅜
6 ₩ cent. coup., '81..	120	5-20 reg., '67......	117½
5-20 reg., '62......	117⅛	5-20 coup., '67......	119⅛
5-20 coup., '62......	117¼	5-20 reg., '68......	117½
5-20 reg., '64......	117⅛	5-20 coup., '68......	118¼
5-20 coup., '64......	117⅜	10-40 reg., xd......	112¾
5-20 reg., '65......	117¼	10-40 coup......	115⅝
5-20 coup., '65......	118¾	5s, coup., '81......	114¾
5-20 reg., n. i., '65....	117	6s, currency......	113¾

The following bids were made at the Exchange Board to-day for the City Bank Stocks:

New-York......	134	Irving......	122
Merchants'......	115	Market......	125
America......	153	Nassau......	101
City......	270	Shoe & Leather......	151
Phenix......	98	Corn Exchange......	120
North River......	83	Continental......	80
Gallatin National....	123	Commonwealth......	86
State of New-York..	112½	Central National....	91½
Commerce......	115	Ninth National......	103
American Exchange.	109½	Gold Exchange......	112
Bank of N. America.	101	Bkers' & Brokers' Ass	75
Hanover......	105	German American..	98

PHILADELPHIA STOCKS—AUG. 14.

Telegraphed to Messrs. E. D. Randolph & Co.

	Bid.	Asked.
City 6s, old......	98	......
City 6s, new......	101⅜	101½
Camden and Amboy......	123½	123¾
Pennsylvania Central......	109¼	109½
Reading......	111	111¼
Lehigh Valley......	61¼	......
Catawissa Preferred......	42½	42¾
Philadelphia and Erie......	24½	24¾
Northern Central......	36	37
Lehigh Navigation......	38⅜	38½
Lehigh Gold Loan......	91¼	91½

The official annual report of the Central Pacific Company and their auxiliary lines has been issued, and it is satisfactory to notice that every obligation to the Government of the United States, present and contingent, is duly recognized, and the obligation plainly stated in the body of the report, and the Government subsidies incorporated in the general balance sheet. The mileage of the Road and its Branches on 31st December, 1872, was 1,332 miles. The Company also own 1,222 miles of Telegraph. The first mortgage liens upon this roadway and its equipment are as follows:

On main line, 742 miles......	$25,883,000
On Western extension, 141 miles......	2,735,000
Oregon Branch, 152 miles......	6,750,000
San Joaquin Branch, 146 miles......	6,080,000
Oakland and Almeda, &c......	500,000
Total (average $31,492 per mile)......	$41,948,000

Considering that the Government advanced from $16,000 to $48,000 per mile on the main line, on the estimate of *one-half* the cost of building the Road, allowing an equal sum of first mortgage Bonds for the other half, and giving precedence to the latter over the Government subsidy of $25,883,000, (or an average of $34,896 per mile,) no safer mortgage security on Railroad property could scarcely be made. Behind this first mortgage stand $1,483,000 Sinking Fund and $1,500,000 State Aid Bonds, and $54,283,190 Capital Stock, issued out of $100,000,000 Capital authorized. The general balance sheet is as follows:

Capital......	$54,283,190	
First Mortgages, as above......	41,948,000	
State Aid and Sinking Fund Bonds......	2,983,000	
Land Grand Bonds......	9,153,000	
Government subsidy......	27,855,680	
Due Land and Hospital Funds......	423,041	
Apparent profit and loss......	*7,433,960	
Total......		$144,079,871
Cost of roads and telegraph.	$130,485,679	
Equipment......	5,622,693	
Real estate......	968,976	
Shops and machinery......	1,280,223	
Steam-boats......	830,373	
In Sinking Funds......	878,847	
Fuel and material......	1,423,100	
Balances and account (net)..	2,366,131	
Cash on hand......	147,156	
Telegraph and safes......	72,693	—$144,079,871

*As against this item, we may as well state that the Government advances for Interest on the Subsidy Bonds is acknowledged in the body of the report as $6,837,321.

The Lands granted to the Company amount net to 11,722,400 Acres, (available to entry,) and they are valued at $22,306,000, by rule of the Government minimum of $2 50 per acre for the alternate sections, on which the Land Grant Mortgage is $10,000,000.

The St. Louis and South-eastern Road earned in July $99,524, as against $71,674 same month last year.

The North-west Road earned in the first week in August $238,000, as against $217,000 same week last year. The receipts since June 1, (the beginning of the current fiscal year,) now reach $2,789,000, as against $2,318,000 same period last season.

The Erie earnings for the first week in August are $394,000, comparing with $381,000 last year. Since July 1 the earnings are $2,080,000, against $1,900,000 same period in 1872.

The balances in the Treasury yesterday were: Currency, $10,371,807; special deposit of legal tenders for redemption of certificates of deposit, $34,850,000; coin, $82,374,673, including, in coin certificates, $43,449,400; outstanding legal tenders, $356,000,000.

The return from the Bank of England for the week ended the 30th of July gives the following results when compared with the previous week:

Rest......	£3,486,551	Increase..	£4,323
Public deposits......	6,178,853	Increase..	125,356
Other deposits......	18,225,131	Decrease..	269,343
Government securities.	13,295,252	Increase...	13,370
Other securities......	17,149,980	Decrease..	262,514
Notes unemployed......	11,722,190	Increase..	112,875

The amount of notes in circulation is £25,888,655, being a decrease of £20,365, and the stock of bullion in both departments is £23,312,007, showing an increase of £96,200, when compared with the preceding return.

BANKING AND FINANCIAL.

BANKING HOUSE OF FISK & HATCH, }
NEW-YORK, Aug. 11, 1873. }

The SEVEN PER CENT. BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY are issued in the denominations of $1,000 each, interest payable July and January, both principal and interest payable in United States Gold Coin, in the City of New-York. The price of these bonds for the present is 90 and accrued interest—that is, a $1,000 bond would cost to-day $907 86. At the present price of gold the income derived is equal to nearly nine per cent. in currency. With the rapidly increasing business of the road, its commanding importance as another great east and west trunk line, its complete roadway of 420 miles, the princely wealth of **iron, coal, salt, and timber,** along its route, its tapping at its Western terminus on the Ohio River, over 12,000 miles of water navigation, its Eastern terminus resting on the tide waters of the Atlantic Ocean, and the fact that the other great parallel trunk lines are being compelled to lay additional tracks to meet the enormous and steadily augmenting traffic between the East and West—all warrant us in our belief that the securities of the Chesapeake and Ohio are destined to attain a high rank in the markets of the world. At present, Government bonds are so high, and really desirable permanent investment securities at a reasonable price so difficult to be obtained, it is very gratifying to us to have these bonds for our friends and customers.

We also have a small amount of the **OLD SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO;** the price of these is 88½ and accrued interest. They are issued in denominations of $100, $500, and $1,000, interest payable May and November. Underlying as they do a property that has cost nearly $38,000,000, and which is constantly increasing in value, they need no recommendation. The small remaining balance will soon be absorbed.

$100 bond will cost to-day......$90 18
500 bond will cost to-day......450 88
1,000 bond will cost to-day......901 77

We also buy and sell the **Central and Western Pacific Gold Bonds** at the market price.

The Central Pacific Company has now over 1,200 miles of completed road, and its earnings this year will reach upward of $13,000,000. Their securities should rank with those of the Government itself.

We also continue to deal in Government Bonds, execute orders at the Stock Exchange for investment Stocks and Bonds, receive deposits on which we allow interest at the rate of four per cent. per annum, and conduct a general banking business.

FISK & HATCH.

Banking-House of **HENRY CLEWS & CO.,** }
No. 32 WALL-ST., NEW-YORK. }

Deposit accounts of mercantile firms and individuals received; all facilities and accommodations granted usual with City banks; in addition thereto interest allowed on all daily balances.

Bills of exchange drawn on England, Ireland, Scotland, and the Continent. Travelers' and mercantile credits issued available throughout the world.

☞ REAL ESTATE MORTGAGE BONDS,
COUPON OR REGISTERED, INTEREST 7 PER CENT.,
Guaranteed by the
EQUITABLE TRUST COMPANY,
$1,000,000 CAPITAL.
For sale at the office of the Company,
No. 76 Cedar-st., New-York,
JONATHAN EDWARDS, President.

☞ BURLINGTON, CEDAR RAPIDS AND MINNESOTA RAILROAD FIRST MORTGAGE CONVERTIBLE SINKING FUND GOLD SEVEN PER CENT. BONDS, (MILWAUKEE DIVISION,) COUPON AND REGISTERED. We recommend these bonds as an undoubted security, and equal to any now offered. At present price they yield more than NINE PER CENT. For sale by
HENRY CLEWS & CO., No. 32 Wall-st.

☞ ST. JOSEPH AND DENVER CITY RAILROAD.—The Bondholders' Protective Committee request a meeting of the bondholders at the office of Hassler & Co., No. 7 Wall-st., New-York, at 1 o'clock on TUESDAY, Aug. 26, for the purpose of receiving the report of the committee. Those not able to attend should authorise some one to represent them.
CHARLES W. HASSLER, Chairman.

☞ TOLEDO, OHIO, EIGHTS; INTEREST JUNE and December. Due 1893.
For sale by UTLEY & BOWEN, Bankers, No. 4 Wall-st.

COMMERCIAL AFFAIRS.

NEW-YORK, Thursday, Aug. 14, 1873.

The receipts of the principal kinds of Produce since our last have been as follows:

Ashes, pks......	4	Cut-meats, pks......	108
Copper, bbls......	104	Lard, tcs......	150
Dried Fruit, pks......	48	Butter, pks......	4,373
Eggs, bbls......	1,285	Cheese, pks......	9,871
Flour, bbls......	2,390	Tallow, pks......	130
Wheat, bushels......	27,625	Stearine, pks......	7
Corn, bushels......	81,615	Starch, pks......	900
Oats, bushels......	7,950	Tobacco, hhds......	203
Beans, bbls......	90	Tobacco, pks......	140
Hides, No......	352	Wool, bales......	948
Hides, bdls......	7	Whisky, bbls......	924
Leather, sides......	4,922		

The export clearances hence for European ports, as reported at the Merchants' Exchange, Pine-street, were as follows:

By the steamer Cimbria, for Hamburg—52 cases Ore, 114 cases Cigars, 758 bales Tobacco, 3,107 pks. Leather, 200 tcs. Lard, 30 casks Stearine, 85 bbls. Beef, 15,477 bushels Wheat, 140 logs Cedar, 597 bags Copper, 1,300 boxes Extract Logwood, 410 boxes Bacon, 751 boxes Cheese, 65 cases Tobacco, 500 cases Starch, 148 cases Clocks, 147 pks. Maizena, 29 pks. Hides, 222 bbls. Apples, 300 Oars, 14 casks Oil-cake, 1,035 cases Sewing-machines, 25 cases Machinery, 6 pks. Hardware, 28 bags Roots, 10 hhds. Tobacco, 85 pks. Trunks, 248 pks. Sarsaparilla.

By the brig Wild Wave, for Barcelona—302 bags Cocoa, 29,760 Staves, 140 pails Lard, 7 cases Bay Rum.

By the bark Colonist, for Copenhagen—3,634 bbls. Refined Petroleum.

ASHES—Pots are in demand and steady in price at $8 25 ₩ 100 lbs. Pearls quite nominal.

COAL—A good demand has been noted for domestic. Foreign has been in moderate request. Prices have been well maintained. Liverpool House Cannel quoted at $22; do. Gas do. at $16@$18; Newcastle at $12@$12 50; Anthracite, from yard, at $5 50@$6 50 ₩ ton.

COFFEE—Has been without activity, the very firm views of holders and the limited offerings of stock checking business. The stock of Rio and Santos in first hands here this morning was 16,618 bags, and at the outports, 12,662 bags, with 25,200 bags reported afloat and loading for the United States. In other kinds, the recent movements (part previously reported) have been summed up thus: 2,642 bags Maracaibo, ex Impulse, mostly sold before arrival on private terms; 2,826 bags Porto Rico, sold for consumption at 20c.@20¼c.; 1,067 bags Costa Rica, 123 bags Curacoa, 73 bags Mexican, sold in lots for consumption within our range. The stock of other than Rio and Santos in first hands this morning was 5,984 bags and 10,401 mats. We quote invoices thus: Rio, ordinary, 19¼c.@19½c.; fair, 19¾c.@20c.; good, 20¼c.@20½c.; prime, 20¾c., gold, ₩ lb., 60 days' credit; Rio, in lots, 19½c.@21½c., gold; Java, 23c.@25c.; Maracaibo, 20c.@22c.; Laguayra, 20½c.@21½c.; San Domingo, 18c., gold.

COTTON—There has been a more active movement noted for early delivery, but at generally easier and very irregular prices, on the low grades of stock, which have been most sought by export buyers, while the better grades have been quoted steadier. The official report is of sales of 668 bales, (of which 120 bales were to arrive,) including 644 bales to spinners and 24 bales to speculators. Apart from which, we have heard of sales of 4,200 bales for export, short notice as to deliveries, on the basis of 17 15-16c. for Low Middling. There has not been much animation in way of forward delivery dealings. Prices have been advanced ⅛c.@¼c. ₩ lb., closing firmly. Sales since our last of 8,100 bales, (of which 1,400 bales were last evening, and 6,700 bales to-day, with 2,400 bales more at the calls,) closing with August contracts quoted at 19 5-32c.@19 3-16c.; September, 18 1-32c.; October, 17 11-16c.; November, 17⅜c.; December, 17⅜c. The receipts at this port to-day were 35 bales per railroad. The reported receipts at the shipping ports to-day were 1,115 bales, (exclusive of Norfolk,) and thus far this week, 8,385 bales, against 9,362 bales last week, and since Sept. 1, 3,571,051 bales, against 2,672,592 bales same time last year. The following trade quotations are based on Cotton in store, running in quality not more than half a grade above or below the grade named:

Closing Prices of Cotton in New-York.

	Uplands.	Alabama.	N. O.	Texas.
Ordinary......	14⅛	14⅛	14⅛	14⅛
Good Ordinary......	16½	16½	16¾	16¾
Strict Good Ordinary.	17½	17½	17¾	17¾
Low Middling......	18⅞	18⅞	19⅛	19⅛
Middling......	19⅞	19⅞	20⅛	20⅛
Good Middling......	21⅞	21⅞	22⅛	22⅛

EGGS—Have been in fair request within the range of from 17c.@22c. for ordinary to very choice marks of Western State and near-by stock, the main call having been for fair to prime stock, at 18c.@21c. ₩ dozen.

FISH—The demand has been mainly for Pickled Mackerel and Smoked Herring, with prices quoted firm. Dry Cod at from $5 25@$6 25 ₩ cwt.; No. 1 Mackerel at $16@$25 No. 2 at $14@$15; No. 3 at $9@$13 ₩ bbl.; Pickled Herring at $3 50@$6; Smoked Herring at 28c.@50c. for Scale, and 18c. for No. 1 ₩ box.

FLOUR AND MEAL—State and Western Flour has been less active. The offerings of stock have been much lighter, and, in view of the materially advanced prices claimed for Wheat, holders have been more confident in their views, and insisting on a further improvement, especially on shipping extras. Buyers have been unwilling to pay asking rates, and have been operating with reserve. Minnesota Extras have been in comparatively scant supply, and held much more firmly, sellers generally showing less desire to place supplies. Sales have been reported, since our last, of 14,700 bbls., all told, including No. 2 at $3 25@$4 35; inferior to fancy Superfine State and Western at $4 85@$5 50, chiefly at $5@$5 30; inferior to good Extra State, $6 20@$6 70, chiefly at $6 40@$6 60; good to fancy do., $6 70@$7 40; very poor to choice shipping Extra Western at $6 10@$6 75; poor to choice shipping brands round-hoop Ohio, $6 25@$6 75 ₩ bbl. Included in the sales were about 5,900 bbls. shipping Extras, mostly for early delivery, at the current quotations, but embracing 1,000 bbls. Extra State, deliverable in the next fifteen days, at $6 50; and 1,000 bbls Extra Western, September delivery, at $6 75 ₩ bbl.

No. 2 Flour......	$3 25@$4 35
Sour Flour......	3 50@ 6 50
Superfine State and Western......	4 85@ 5 50
Extra State......	6 20@ 7 40
Extra City......	6 25@ 7 40
Extra Genesee......	7 40@ 9 65
Extra Ohio, round-hoop shipping brands...	6 25@ 6 75
Extra Western, shipping brands......	6 10@ 6 75
Extra Ohio, trade and family brands......	6 75@ 9 65
Extra Western, trade and family brands..	6 80@ 9 65
Extra St. Louis, ordinary to fancy......	6 75@10 50
Extra Minnesota, poor to fancy......	6 45@10 55

Southern Flour has been less active, but steady in price. Sales have been reported since our last of 650 bbls., in lots, at from $6 35@$7 60 for ordinary to choice shipping, and $7 60@$10 75 for ordinary to fancy Trade and Family Extras; $5 25@$6 25 for inferior stock, ₩ bbl....Oregon Flour continues inactive, with choice Extra quoted nominally at $9 25@$9 50; California Flour, fair to very choice Extras, at $8 25@$9 25 ₩ bbl. ....Rye Flour has been more sought after at buoyant rates, ranging from $4 40@$5 60 for inferior fine to choice Superfine; sales, 570 bbls., chiefly Superfine grades, at $5 25@$5 60 ₩ bbl....Corn-meal has been in demand at from $3@$3 50 for inferior to very fancy Yellow Western, chiefly at $3 10@$3 20 for inferior to good, and $3 35@$3 50 for choice to very fancy; $2 65@$3 10 for White do.; $3 20@$3 25 for Jersey; $3 40 for Golden Star; $3 50 for Prize Medal, free on board; $3 50 for Golden Ear, and $3 85@$3 90 for Brandywine. The reported sales since our last have been equal to 675 bbls....Bag-meal has been in request at from $1@$1 05 for coarse; $1 25@$1 30 for Yellow, and $1 35@$1 45 for White, ₩ 100 lbs....Oat-meal quiet at from $7 25@$8 50 ₩ bbl.

FRUIT—Sales, 50,000 lbs. African Shelled Pea-nuts on private terms; market firm.

GRAIN—Spring Wheat has again advanced about 3c. a bushel, in view of the very meagre offerings, for prompt delivery, and the prevalence of an active demand, chiefly on export account, to provide for maturing freight engagements; the market closing buoyantly. Winter Wheat has also been quoted 1c.@2c. a bushel higher, with a livelier inquiry noted, in part for shipment. Sales have been reported, since our last, of 197,000 bushels, (part from store and to arrive,) $1 56 for No. 1 Duluth and Milwaukee Spring, to arrive soon; $1 53@$1 54 for No. 2 Milwaukee Spring, closing with $1 54 bid and $1 55 asked for strictly prime samples, afloat; $1 50 for fair do., in store; $1 48@$1 50 for No. 2 North-west Spring, afloat; $1 45@$1 48 for No. 2 Chicago do.; $1 40@$1 45 for No. 3 Spring, afloat; $1 40@$1 41 for do., in store; $1 15@$1 35, chiefly at $1 20@$1 30, for rejected and inferior Spring; $1 50@$1 60 for old Red and Amber Western, and $1 60@$1 62 for new Red do....For forward delivery the demand has been again quite active, mostly for shipment, at a further advance of 2c.@3c. with sales reported since our last of 75,000 to 80,000 bushels No. 2 Milwaukee Spring, October options, at $1 45@$1 46, held at the close at $1 46@$1 47, with $1 45 freely bid, and 25,000 bushels Amber Michigan, September option, at $1 63 ₩ bushel....Corn has been in much more confident demand, particularly the better grades of new Mixed Western, suited to sailing vessels, and prices have been quoted up 1c.@2c. a bushel, closing in favor of sellers, who have been less eager to realize at even the advanced figures. Sales have been reported since our last of 159,000 bushels, at 57c.@59c. for fair ordinary to strictly prime sailing-vessel grades of Mixed Western; 60c. for very choice do., car lots; 54c.@57½c. for steamer grades, the latter rates for very choice; 50c.@54c. for heated, inferior, and kiln-dried stock; 60c.@64c. for ordinary to fancy Yellow Western; 75c.@76c. for White do....Rye has been held above the views of buyers and has been quiet, since our last. Western has been held at 95c.@96c., with bids reported of 92c. Canada, to arrive, quoted nominally at 95c.... Barley has been very tame, and wholly nominal as to values....Barley Malt has been in some request, but unsettled in price. Small sales of State were reported at $1 20 ₩ bushel....Oats have been decidedly brisker, with prime to choice samples of Mixed quoted at 1c.@1½c. a bushel dearer, and other kinds of stock also a shade higher, closing rather irregularly. Sales have been reported since our last of 112,500 bushels at 42c.@44c. for ordinary to choice mixed Western, afloat; 40c.@41c. for average do., in store; 40c. for Mixed State, in store; 74c. for very choice Mixed Iowa, in store, and 49c.@53½c. for White Western....Feed has been more salable within the range of 18c.@25c. ₩ ton.

GUNNY BAGS AND BAGGING—Have been quiet but steady, with Bags quoted at 14½c.@15c.; Bagging at 10c.@10½c.; Domestic Cloth at 13¾c.@14c. for prompt deliveries. Sales 100 rolls Domestic Cloth at 14c.

HAY AND STRAW—Have been quoted weak in prices on a restricted business. Prime Old Hay quoted at $26@$28; good Old Hay, $23@$25; good shipping Hay, $18@$19; common shipping Hay, $13@$14; prime New Hay, $23@$26; good New Hay, $20@$22; common New Hay, $15@$18; long Rye Straw, $15@$16; short Rye Straw, $12@$13 ₩ ton.

HEMP—Has been quiet, but unchanged as to price; 500 bales Jute sold on private terms. American quoted at $115@$120 for Undressed, and $180@$225 for Dressed, ₩ ton; Manila, 10¼c.@10½c.; Sisal, 8c.@8¼c., gold; Jute, 2½c.@4¾c.; Jute Butts, 2c., currency, ₩ lb.; North River Flax, 15c.@18c.; Western, 14½c.@16c.; Canadian, 15c.@18c.

MOLASSES—Has been very tame since our last, at unaltered figures. Stock in first hands estimated at 2,299 hhds. Porto Rico, 1,255 hhds. English Islands, 319 hhds. Cuba, and 300 bbls. New-Orleans. We quote: New-Orleans, inferior to fancy, at from 60c.@87½c.; Porto Rico at 30c.@66c.; Cuba at 18c.@40c.; English Islands at 28c.@50c., ₩ gallon.

NAVAL STORES—Resin has been held quite firmly, with a good demand noted; sales, 100 bbls. Strained at $3 15; 600 bbls. No. 1 at $3 62½@$3 75; 25 bbls. Fine at $3 50@$4 50 ₩ 280 lbs. And 3,200 bbls. Strained, to arrive, at $3 10 ₩ 280 lbs., cost and freight....Tar has been held with confidence, though not in much request....Spirits Turpentine has been in less demand and less firm, with sales reported of 50 bbls. merchantable at 44c., closing at 43c.@43½c. for full lots.

PETROLEUM—Crude, in bulk, has been dull but steady at 6c.@6¼c....Refined has been quite moderately sought after, with early deliveries quoted here at 16¼c., and futures at 15⅞c. And early deliveries at Philadelphia, at 15⅞c.@16c....Refined, in cases, has been in more request, and quoted at 20½c.@21c.; sales have been reported, since our last, of 20,000 cases for early delivery, on private terms....Naphtha quiet and wholly nominal; held at 9½c.@10c.

PROVISIONS—Pork has attracted more attention, and has been quoted firmer, with sales reported since our last, for early delivery, of 550 bbls. New Western Mess at $18; 25 bbls. heavy do. at $17 75; small lots of Western Prime Mess within the range of from $16 37½@$17 50, and 25 bbls. Extra Prime at $15....And for forward delivery, 2,250 bbls. New Western Mess, August options, at $18@$18 10, and 250 bbls. do., September, at $18, closing with $18 10 asked....Dressed Hogs have been in better demand, with City quoted at from 6½c.@7¼c. ₩ lb....Cut-meats have been rather more sought after and quoted about steady, with sales reported of 23,000 lbs. Bellies, in bulk, part 10 and 11 lbs. at 9½c.; 65 boxes Rib Bellies, part heavy stock, at 8⅞c.; 400 Pickled Hams, in bulk, at 13c.; 1,100 Pickled Shoulders, at 8¼c.@8½c. And at Chicago, 800 pks. Pickled Hams on private terms....Bacon has been inactive and rather weak in price, with sales reported of 95 boxes Long Clear, part at 8½c. And at Chicago 500 boxes Short Clear on private terms. ....Lard has been offered less freely, and quoted somewhat steadier in price on a moderate business, with sales reported of small lots of Western Steam at 8½c.@8 9-16c.; 250 tcs. fair new do. at 8c.; 140 tcs. City at 8¼c.; 30 tcs. City No. 1 at 8c., and 500 tcs. Refined at 8 13-16c.; and for forward delivery, 500 tcs. Western Steam, September options, at 8⅝c., and 250 tcs. do., February, on private terms, the latter quoted at about 8¼c.... Beef has been in somewhat better request within the previous range of from $8 25@$10 75 for New Mess; $10 75@$12 75 for New Extra do. ₩ bbl.; sales, 150 bbls. Tierce Beef continues very quiet at $16 50@$20 for Prime Mess; $20@$23 for India Mess, and $22 50@$25 for Extra India Mess. Beef Hams dull within the range of $18@$29 for very inferior to choice brands. There has been a more satisfactory inquiry noted for the better grades of Butter, prices of which have shown more firmness. We quote at from 26c.@32c. for fair to choice State, at 32c.@35c. for choice to very fancy lots, and 15c.@22c. for Western, 22c.@26c. for fancy do., 8c.@8½c. for Grease stock....Cheese has been quiet and weak in price, with State Factory, poor to fancy, quoted at from 8½c.@13¼c., chiefly at 13c. for fine, and 11½c.@12¾c. for fair to very good shipping qualities; State Dairy at 7c.@12½c.; Western product at 9½c.@12½c. for ordinary to choice Factory; 5c.@7½c. for Skimmed stock, ₩ lb.

RICE—A fair jobbing inquiry has been noted for stock. Prices have been quoted firm. Carolina scarce. We quote at from $8 50@$9 75 for fair to choice Carolina; $7 50@$8 for Patna, and $6 50@$7 for Rangoon. Stock of Rangoon, 28,200 bags.

SEEDS—Have been generally dull and nominal since our last, with Clover quoted at from 8½c.@9c. ₩ lb. for fair ordinary to choice; new crop Rough Flax quoted at $2 05@$2 10; Timothy at $4 50@$4 75, and Calcutta Linseed at $2 45, gold, ₩ bushel.

SOAP—The demand has been fair for job lots, chiefly of Domestic. Castile quoted about steady at 9⅜c.@9½c.; Colgate's Pale, 7¾c.; Family, 8¼c., and No. 1, 6¼c. ₩ lb.

SPICES—In rather better request in a jobbing way, and have been held with confidence; Mace quoted at $1 30@$1 35; No. 1 Nutmegs at $1@$1 02½; Cassia at 25½c.@26c.; Cloves, 28c.@28½c.; East India Pepper at 18¾c.; Pimento at 11¼c.; Ginger at 10½c.@12c. ₩ lb., gold.

SUGARS—Raw have been in very good demand for refining purposes at hardening prices. Sales have been reported since our last of 2,030 hhds., including 1,925 hhds. fair to about barely prime refining Cuba at 8c.@8⅛c., and 105 hhds. grocery Porto Rico at 8½c.@8¾c. ₩ lb. We quote: Fair Refining Cuba at 8c.; good do., 8¼c.@8 5-16c.; prime do., 8⅜c.@8 7-16c.; No. 12 Box Clayed stock at 8¾c.; Centrifugals, Nos. 10 and 13, 8¾c.@9⅜c. Refined Sugars have been in good request at buoyant rates, with Powdered quoted at 11¼c., Crushed at 11¼c., Granulated at 11⅛c., A's at 10⅝c.@10⅞c., and Yellow at 9¼c.@10¼c., ₩ lb. The receipts of Raw Sugar since Aug. 1, and comparative stocks, have been summed up thus:

	Hhds.	Boxes.	Bags.	Melado.
Receipts since Aug. 1.	10,617	5,350	......	99
Stock Aug. 14, 1873..	102,374	40,371	215,588	7,376
Stock Aug. 15, 1872..	91,830	80,828	74,340	3,532

TALLOW—Has been purchased to the extent of 134,000 lbs., ordinary to prime, at 8c.@8½c. ₩ lb.; market essentially unchanged.

WHISKY—Advanced to 96c.@96½c. ₩ gallon, on sales of 250 bbls.

FREIGHTS—The market has been rather less active as a rule, and rates have been rather less firm, especially on Grain room, the outward movement having been checked by the diminished supplies and materially advanced prices of Wheat, Rye, and Corn, particularly Wheat and Rye....For Liverpool the reported engagements, since our last, have been, by steam, 3,100 boxes Cheese, at 70s.; 180 boxes Bacon, on private terms, with Grain quoted irregularly within the range of from 11d.@12½d. ₩ bushel, though but little berth room was available for prompt use....For Glasgow, by steam, 1,000 bbls. Flour at 3s. 7½d. ₩ bbl.; 1,500 boxes Cheese at 70s.; 125 boxes Bacon at 50s.... For Bristol, by steam, 1,500 bbls. Flour on private terms....For Cork and orders, a Norwegian bark, 573 tons, hence with about 3,800 quarters Grain at 9s. 3d.; a British bark, 450 tons, hence, with about 3,000 quarters do. at 9s. 3d.; a Norwegian bark, 491 tons, hence with about 3,400 quarters do. at 9s. 4½d.; an Austrian bark, 712 tons, with about 4,500 quarters do., from Philadelphia, at 9s.; a Norwegian bark, 710 tons, with equal to about 4,400 quarters do., from do., reported chartered previous to arrival, on private terms. And an Italian bark, about 450 tons, (to arrive,) hence, with about 3,000 quarters Grain at 8s. 3d. ₩ quarter. For Havre, or Bordeaux, a Norwegian bark, 370 tons, with about 2,300 bbls. Crude Petroleum, reported at 7s. 6d. and 8s. ₩ bbl....For a French port direct, by steam, equal to about 9 boatloads of Grain, forward shipments, reported without reliable particulars; also, a Norwegian bark, about 400 tons, hence, with equal to about 2,600 bbls. Petroleum, or its products, reported on private terms....For the United Kingdom, direct, a bark, with about 5,000 bbls. Petroleum, from Philadelphia, forward shipments, on private terms....For Antwerp, by sail, 24,000 bushels Wheat, in bags, at 15d. ₩ bushel. Also, a Norwegian bark, 397 tons, placed on the berth for general cargo. And a Norwegian bark, 400 tons, with about 2,500 bbls. Petroleum and its products, from Philadelphia, on private terms....For Bremen, a German bark, 597 tons, hence, with about 25,000 bushels Grain at 12d. ₩ 56 lbs., and 5 ₩ cent. ....For the Continent, a German bark, 904 tons, with a full cargo of Petroleum, from Philadelphia, chartered previous to arrival, on private terms; a Norwegian bark, about 600 tons, hence, with about 4,000 quarters Grain, direct, at 9s. ₩ quarter....For Hamburg, a Norwegian bark, 324 tons, hence, with full cargo of Resin, reported at 5s. 10½d. ₩ 280 lbs., and 5 ₩ cent. Also, by steam, 15,500 bushels Wheat, 400 boxes Bacon, 200 tcs. Lard, 3,100 pks. Leather, 225 bbls. Dried Apples, 850 pks. Tobacco, and 5,600 pks. Merchandise, at current rates....For Rotterdam, by steam, 650 boxes Merchandise reported at 45s....For the Baltic, a Norwegian brig, 220 tons, hence, with about 1,500 bbls. Petroleum at 5s. ₩ bbl....For Elsinore and orders, a Norwegian bark, 407 tons, with about 2,500 bbls. Petroleum at 9s. ₩ bbl....For Beyrout, an American bark, 370 tons, hence, with equal to about 10,000 cases Petroleum at 52c....For Constantinople and orders, an Italian bark, 470 tons, hence, with equal to 1,500 bbls. Resin, at $1 50, and 10,000 cases Petroleum at 53c., and £15 gratuity....For the north side of Cuba and back north of Hatteras, a bark, 450 tons, at $9....For the south side of Cuba and back north of Hatteras, a bark, 320 tons, at $13....For Pernambuco, a British brig, 210 tons, with Flour, from Baltimore, at $1 75....For Rio Janeiro, two American brigs, 323 and 264 tons, and an American schooner, 293 tons, with Flour, from Richmond, at $1 50@$1 55 ₩ bbl.

THE COTTON MARKETS.

CHARLESTON, Aug. 14.—Cotton dull and easier; Middling, 17¾c.; Good Ordinary, 16c.; Ordinary, 13½c.@14c.; net receipts, 132 bales; exports, coastwise, 828 bales; sales, 150 bales; stock, 1,422 bales.

NEW-ORLEANS, Aug. 14.—Cotton—Demand moderate; Middling, 18⅝c.@18⅞c.; net receipts, 90 bales; gross, 391 bales; sales, 500 bales; last evening, 200 bales; stock, 18,022 bales.

MOBILE, Aug. 14.—Cotton—Demand moderate; supply light; Middling, 18¾c.; net receipts, 75 bales; exports, coastwise, 441 bales; sales, 200 bales; stock, 8,197 bales.

MEMPHIS, Aug. 14.—Cotton lower; Low Middling, 17¾c.; receipts, 226 bales; shipments, 229 bales; stock, 7,181 bales.

WILMINGTON, Aug. 14.—Cotton quiet; Middling, 18½c.; net receipts, 79 bales; exports, coastwise, 2 bales; sales, 6 bales; stock, 837 bales.

GALVESTON, Aug. 14.—Cotton quiet; Good Ordinary, 15c.@15¼c.; net receipts, 35 bales; sales, 100 bales; stock, 7,131 bales.

AUGUSTA, Aug. 14.—Cotton—Demand moderate; Middling, 17¼c.; receipts, 30 bales; sales, 187 bales.

SAVANNAH, Aug. 14.—Cotton dull; Middling, 17½c.; net receipts, 77c.; sales, 10 bales; stock, 841 bales.

FOREIGN MARKETS.

LONDON, Aug. 14—12:30 P. M.—United States 5-20 Bonds, 1867s, 95½; 10-40s, 89¾, ex interest; New 5s, 91. Erie Railway Shares, 47. Paris advices quote Rentes at 57f. 42c.

2:30 P. M.—The rate of discount for three months' bills in the open market is ⅛ ₩ cent. below the Bank of England rate.

3:30 P. M.—The bullion in the Bank of England has increased £331,000 during the past week.

4:30 P. M.—The amount of bullion gone into the Bank of England on balance to-day is £63,000. Consols 92¾@92⅞ for both money and the account. United States 5-20 Bonds, 1865s, old, 94⅞; 10-40s, 90; new 5s, 91⅛.

PARIS, Aug. 14—P. M.—The specie in the Bank of France has increased 5,000,000f. during the past week. Rentes closed at 57f. 55c.

LIVERPOOL, Aug. 14—12:30 P. M.—Provisions—Bacon, 37s. ₩ cwt. for Cumberland Cut. Lard, 38s. 6d. ₩ cwt.

1 P. M.—Cotton—The market is quiet and steady; Middling Upland, 8⅞d.; Middling Orleans, 9⅛d.; sales, 12,000 bales, including 2,000 bales for export and speculation; sales of the new crop, not below Good Ordinary, shipped October and November, at 8⅝d.

2:30 P. M.—Cotton—Sales of Cotton shipped November and December, not below Good Ordinary, at 8½d.; shipped from Savannah or Charleston, not below Low Middling, deliverable August, at 8¾d., and from New-Orleans, deliverable October and November, at 8 13-16d. Breadstuffs—The market is quiet.

5 P. M.—Cotton—Of the sales to-day, 6,000 bales were American. Sales of shipments of the new crop not below Middling Uplands at 8½d., and do. not below Low Middling at 8 9-16d. Provisions—Lard, 38s. 9d. ₩ cwt.

Evening.—Spirits Turpentine, 32s. ₩ cwt.

LONDON, Aug. 14.—Evening.—Spirits Turpentine, 33s. ₩ cwt.

LAW REPORTS.

COURT CALENDARS—THIS DAY.

SUPREME COURT.—Held by Davis, J.—Court opens at 10½ A. M.—Calendar called at 12 M.—57, Hermance vs. New-York Gas-light and Heat Company, and the United States Gas Company; 66, Equitable Life Assurance Society of New-York vs. Hillyer et al.; 86, Stocken vs. Smith et al.; 94, St. Patrick's Mutual Alliance Association vs. O'Connel et al.; 101, The People ex rel. Johnson vs. Green, &c.; 102, The People ex rel. Brennan vs. Green; 159, Koeningsberg vs. Koeningsberg.

COURT OF GENERAL SESSIONS—Held by Hackett, Recorder.—John Gallagher, rape; Emma Oriak, arson; Wm. E. Reilly, felonious assault and battery; Joseph Rivers, burglary; John Cummings, burglary; Stephen Byrne, Thomas Smith, burglary; Thomas Prendergash, John Turpin, burglary; John Sanders, Alexander Morrison, Charles Weyman, burglary; Edward D. Seaman, Stephen M. Price, William H. Mackey, burglary; Emil Stein, larceny and receiving stolen goods; Harry Paila, larceny and receiving stolen goods; Bridget Reilly, larceny and receiving stolen goods; Ferdinand Bontari, grand larceny; Patrick Devlin, grand larceny; John Donohoe, grand larceny; John Baillie, grand larceny; John Curtin, grand larceny; Samuel Robb, grand larceny; Samuel Hill, grand larceny; Thomas Gibson, grand larceny; Michael Farrell, Edward Wade, larceny from the person; Charles Votz, false pretense; James Waters, assault and battery; James Sweeney, disorderly house.

DECISIONS.

SUPREME COURT—CHAMBERS.

By Judge Davis.

Robert Moeller vs. Paul E. Bonfies et al.; motion denied, with $10 costs of opposing same.

In re August Reifferscherdt; memorandum for counsel.

Leander Stone vs. Chas. F. Fontham et al.; motion granted on terms; see memorandum.

SUPERIOR COURT—SPECIAL TERM.

By Chief Justice Barbour.

The Novelty Iron-works vs. Lyman; order appointing a receiver, with $10 costs to plaintiff.

Hewitt vs. Morris; bill of exceptions settled.

Jockush et al. vs. Stover; order of reference.

COURT OF COMMON PLEAS—SPECIAL TERM.

By Judge Loew.

O'Gorman vs. Ramak; see memorandum with clerk.

Best vs. Himroc; motion denied.

Quinn vs. Crawford; motion for leave to serve amended answer granted.

THE STATE OF TRADE.

BUFFALO, N. Y., Aug. 14.—Cattle—Receipts to-day, including 25 cars, reported to arrive, 1,292 head, making the total supply for the week thus far 9,928 head, or 584 cars against 502 cars for the same time last week; the market was moderately active at about yesterday's prices for good stock, with common grades off another ½c.; the attendance of buyers was good; about 1,500 head were disposed of; sales, 597 head Illinois Steers, ranging from 1,123 to 1,364 lbs., at $5 50@$6 15; 22 head Texas Steers, averaging 810 lbs., at $3 37½; 105 head Missouri Steers, averaging 1,145 lbs., at $5 25; 145 head Ohio Steers, ranging from 838 to 1,454 lbs., at $3 50@$6; 37 head Michigan Steers, averaging 1,079 lbs., at $4 50. Sheep and Lambs—Receipts to-day, including reported arrivals, 4,000 head, making the total supply for the week, thus far, 20,400 head, against 12,800 head for the same time last week. The market was active at strong yesterday's prices; sales, 2,131 head; Ohio Sheep ranging from 79 lbs. to 94 lbs., at $4 50@$5 29; 193 head Michigan Sheep, averaging 83 lbs., at $4 80; 19 head Indiana Sheep, averaging 93 lbs., at $4 62½; 200 head Canada Sheep, averaging 63 lbs., at $5 50; 872 head Canada Lambs, ranging from 63 lbs. to 68 lbs., at $6 40@$6 75. Hogs—Receipts to-day, including reported arrivals, 2,400 head, making the total supply for the week, thus far, 23,600 head, against 17,000 head for the same time last week. The market was slow for want of desirable stock. The yards are full of common stock, which are neglected at $4 75@$4 90; good, $5@$5 25.

CHICAGO, Aug. 14.—Flour firm, in fair demand, and unchanged. Wheat in fair demand and lower for spot; active and higher for futures; sales of No. 2 Spring at $1 21, spot; $1 18⅝, seller August; $1 12⅝, seller September; $1 08@$1 08⅛, seller all the year; No. 1 do. $1 24; No. 3 do. $1 16; Rejected, 99c.@$1. Corn active and higher; sales of No. 2 Mixed at 39⅞c.@40c., cash; 39¾c. bid seller August; 39⅞c.@40c., seller September; High Mixed, 40¼c.; Rejected, 35½c.@36c. Oats steady at 27⅜c. for No. 2, cash; 26¼c. seller September; Rejected, 25¼c. Rye advanced and in fair demand at 65c. for No. 2. Barley active and higher for September, at $1@$1 02 for No. 2 Fall; spot nominal. Provisions quiet and unchanged. Pork sold at $16, cash, seller August or September. Lard quiet and unchanged; held at 7⅞c. Bulk Meats steady at 8c. for Shoulders, 9½c.@9⅝c. for Sides. Bacon quiet and unchanged. Whisky steady at 91c. Freights—Corn to Buffalo, 4¼c. Receipts—5,000 bbls. Flour, 68,000 bushels Wheat, 220,000 bushels Corn, 51,000 bushels Oats, and 5,000 bushels Rye. Shipments—6,000 bbls. Flour, 2,000 bushels Wheat, 274,000 bushels Corn, and 21,000 bushels Oats.

BUFFALO, N. Y., Aug. 14.—Lake and Rail Imports for the last twenty-four hours—Flour, 8,600 bbls.; Wheat, 1,620 bushels; Corn, 261,763 bushels; Oats, 5,600 bushels; Rye, 21,000 bushels. Canal Shipments—Wheat, 52,879 bushels; Corn, 25,011 bushels; Oats, 29,527 bushels. Rail Exports—Wheat, 3,200 bushels; Corn, 38,082 bushels; Oats, 25,808 bushels. Canal Freights advanced ½c. ₩ bushel on Wheat and Corn to New-York; Wheat, 11c.; Corn, 10c.; Oats, 6½c. Flour quiet; Western Spring, $6 50@$7; Bakers', $7@$8; Amber, $7 50@$8 50; White, $9@$9 25. Wheat firm; sales of 9,000 bushels Duluth Spring, to arrive, at $1 37; 1,000 bush. No. 2 Milwaukee Spring at $1 37; quoted—Milwaukee No. 1 Spring, $1 45; do. No. 2 Spring, $1 36@$1 37; Chicago No. 2 Spring, $1 33; White Michigan, $1 70@$1 75. Corn higher; sales of 25,000 bushels No. 2 at 46c.; 4,000 bushels No. 2 at 45½c. Oats dull; Chicago No. 2, 36c.@37c. Rye nominal at 73c.@75c. Barley-malt steady; prime Winter Western, $1 10@$1 15; prime Canada, $1 25. Other articles unchanged.

ST. LOUIS, Aug. 14.—Flour quiet and unchanged. Wheat higher, but rather slow; sales of No. 3 Red at $1 30, cash; $1 20, seller all the year; No. 2 Red Winter, $1 43@$1 45. Corn active and higher, at 38c.@39c. for No. 2 Mixed, cash; 40c., seller August; 41c., seller September; 42c., seller October. Oats active and higher, at 29c.@29½c. for No. 2, cash; 29c., seller August. Barley—Little doing. Rye firmer at 57c.@58c. Whisky a shade better at 91c.@91½c. Pork unchanged at $16 75@$17. Bacon weak; market favors buyers; some sales lower; sales of jobbing and order lots at 9¼c.@9½c. for Shoulders; 10¾c.@10⅞c. for Clear Rib Sides; 10⅞c.@11c. for Clear Sides. Lard firm at 7½c. for Summer Steam; 8¾c. for Refined. Hogs better at $4 35@$4 65. Cattle quiet; no shipping lots in the market; Texans ranging from $1 50@$4 75; native Cows and Heifers, $2@$4; Butchers, $3 75@$4 75. Receipts—4,000 bbls. Flour, 33,000 bushels Wheat, 14,000 bushels Corn, 15,000 bushels Oats, 1,000 Rye, 2,600 Hogs, 2,200 Cattle.

TOLEDO, Aug. 14.—Flour firm and in fair demand. Wheat advanced 1c., closing steady; sale of No. 3 White Wabash, to arrive, at $1 58; Amber Michigan, spot, $1 42½@$1 43; seller August, $1 43@$1 43½; seller September, $1 43; Old, $1 44; No. 2 Red, spot, $1 42@$1 42½; seller August, $1 42; seller September, $1 41½@$1 42¼; No. 3 Red, $1 39; No. 2 Amber Illinois, $1 48½. Corn active and higher; advanced ½c.@2c.; sales of High Mixed, spot, at 44½c.@44¾c.; seller September, 45c.; seller October, 46¼c.@46¾c.; Low Mixed, spot, 43¾c.; seller September, 44½c.; Yellow, 44¾c.; no grade, 41c.@42c.; Damaged, 33½c. Oats quiet and unchanged at 30½c. for No. 1; 27c. for Rejected. Freights firm and unchanged. Receipts—1,000 bbls. Flour, 29,000 bushels Wheat, 38,000 bushels Corn, and 4,000 bushels Oats. Shipments—1,000 bbls. Flour, 4,000 bushels Wheat, 109,000 bushels Corn, and 1,000 bushels Oats.

LOUISVILLE, Aug. 14.—Flour firm and in good demand, especially for new; sales of Family Extra at $5 25@$5 50; A No. 1, $6 75; Fancy, $7 75. Wheat unchanged and strong; receipts light; farmers holding off for an advance. Corn easy at 55c.@60c. Oats steady at 42c.@44c. for sacked; sales of sample lots of new, to arrive, at 28c. Rye selling readily at 60c.@65c. Barley nominal. Pork steady at $16 75@$17. Bacon steady at 9¼c.@9¾c. for Shoulders; 10⅞c.@11c. for Clear Rib Sides; 11c.@11½c. for Clear Sides, packed. Bulk Meats steady at 8½c. for Shoulders; 9⅝c. for Clear Rib Sides, and 10c. for Clear Sides, loose; ½c. higher for packed. Hams steady at 13c.@13½c. for Plain; 14½c.@15c. for Sugar-cured, packed. Lard quiet and unchanged at 8¾c.@9½c. for Tierce; 9¾c.@10c. for Keg; 8c.@8½c. for Steam; small orders ½c.@¼c. higher.

OSWEGO, N. Y., Aug. 14.—Flour steady and unchanged; sales, 1,800 bbls. at $7 75 for No. 1 Spring; $8 75 for Amber Winter; $9 75 for White Winter; $10 25 for Double Extra. Wheat in light demand; sales, one car No. 1 Milwaukee Club at $1 50; 6,000 bushels do. to arrive at $1 48. Corn dull; sales, 2,500 bushels low Mixed at 50c.; 800 bushels high Mixed at 52c. Corn-meal—$1 15 for bolted; $1 10 for unbolted ₩ cwt. Mill-feed—Unchanged; Shorts, $17@$18; ship-stuffs, $18@$19; Middlings, $19@$20 ₩ ton. Canal Freights—Wheat, 7¼c.; Corn and Rye, 6¾c. to New-York; Lumber, $3 25 to the Hudson; $4 25 to New-York. Railroad Freights—Flour to Philadelphia, 60c.; to Boston, 50c.; to New-York, 45c.; to Albany, 38c. Receipts by Lake—14,000 bushels Wheat, 476,000 feet of Lumber. Shipments by Canal—5,400 bushels Wheat; 825,000 feet of Lumber.

BALTIMORE, Aug. 14.—Flour firmer; Baltimore high grades, 25c. higher; Howard-street Superfine, $4@$5 25; do. Extra, $6 25@$7; do. Family, $7 25@$9; City Mills Superfine, $4 25@$5 25; do. Extra, $7@$8 25; do. Family, $9@$10 50; Western Superfine, $4 25@$5 25; do. Extra, $6 25@$7; do. Family, $7 25@$8 75. Wheat active and strong; choice White, $1 75@$1 80; Fair to Prime do., $1 50@$1 70; choice Amber, $1 72@$1 76; Kentucky White and Red, $1 55@$1 62. Corn dull for Southern; White Southern, 69c.@72c.; Yellow do., 60c.; Mixed Western firmer at 58½c. Oats firm and in good demand; Southern, 42c.@45c.; Western Mixed, 41c.@42c.; do. White, 45c. Rye firmer at 85c.@95c. Hay very strong. Provisions firm and unchanged. Western Butter unchanged. Whisky firmer at 95c.@95½c.

PHILADELPHIA, Aug. 14.—Petroleum quiet and steady; Crude, 11c.; Refined, 16c. for August, 15⅞c.@16c. for future deliveries. Groceries unchanged. Clover-seed dull. Timothy steady at $3 50 for new. Flax-seed, $2 05. Flour firm for the best grades, others nominal; Superfine, $3 50@$4 25; Extras, $4@$5 50; State, Ohio and Indiana Extra Family, $7@$8 25. Wheat firm, stock scarce; Red, $1 40@$1 50; Amber $1 56@$1 58; White, $1 70. Rye, 79c.@80c. Corn active and higher; Yellow, 59c.; Mixed Western, 56c.@59c. Oats quiet and weak; White, 45c. Mixed, 38c.@41c. Barley and Barley Malt unchanged. Whisky quiet and steady at 96½c.

MILWAUKEE, Aug. 14.—Flour in fair demand and firm; Extra Spring, $5 75@$6 75. Wheat dull and unsettled; No. 1 at $1 31; No. 2 at $1 28 for cash; $1 21⅝ for August; $1 14¼ for September. Corn in fair demand and advanced; No. 2 Mixed, 38½c. Oats—Demand light; holders firm; No. 2 at 28c. Rye steady; No. 1 at 62c. Barley dull and unsettled; No. 2 Spring, 92c. Lake Freights—Wheat, to Buffalo, 5c.; Oswego, 12c. Receipts—3,000 bbls. Flour; 30,000 bushels Wheat. Shipments—10,000 bbls. Flour, 62,000 bushels Wheat.

CINCINNATI, Aug. 14.—Flour firm at $6 25@$6 50. Wheat firm at $1 28@$1 33. Corn steady at 46c.@47c. Rye steady at 68c.@70c. Oats steady at 33c.@41c. Barley dull and nominal. Butter steady. Pork firm at $16 50@$17. Lard quiet; Steam nominally 8c.; Kettle held at 8½c.@8¼c. Bulk Meats quiet but firm at 8¼c.@8⅜c. for Shoulders; 9½c. for Clear Rib Sides, cash or buyer August; 9⅝c. for Clear Sides. Bacon steady, at 9c. for Shoulders; 10½c. for Clear Rib Sides; 10⅞c. for Clear Sides. Whisky firm at 93c.

ALBANY, N. Y., Aug. 14.—Wheat—Nothing doing. Rye unsettled. Corn, very dull. Barley, without movement. Oats steady, but quiet. Cattle—The receipts thus far have been 389 cars, 90 more than last week. The average quality was better. What sales have been made show a decline of ¼c. ₩ lb., but there was not enough done to make a market. Sheep and Lambs—The market opens dull; no sales of moment.

DETROIT, Aug. 14.—Flour quiet and unchanged. Wheat steady; extra White, $1 58; No. 2 White, $1 47; Amber Michigan closed at $1 40½ bid. Corn steady. Oats in fair demand at 35c. Receipts—1,000 bbls. Flour, 9,000 bushels Wheat, 5,000 bushels Corn, 4,000 bushels Oats. Shipments—1,000 bbls. Flour, 10,000 bushels Wheat, 1,000 bushels Oats.

NEW-ORLEANS, Aug. 14.—Corn easy; Yellow, 71c.; Mixed, 73c.; White, 74c. Hay quiet; prime, $24; choice, $27. Whisky firmer at 96c. for Louisiana; $1 for Cincinnati. Other articles unchanged. Exchange—Sterling, 125½. Sight, on New-York, ⅛ premium. Gold, 115⅛.

MEMPHIS, Aug. 14.—Flour dull and nominal. Corn dull and unchanged. Oats in good demand at 43c. Bacon steady at 9½c. for Shoulders; 11½c. for Clear Rib Sides, and 11¾c. for Clear Sides. Sugar-cured Hams sold at 15½c.@16c.; Plain scarce and firm. Lard dull and nominal.

CLEVELAND, Aug. 14.—Wheat in fair demand and firm; sales of No. 1 Red at $1 44; No. 2 at $1 38. Corn in fair demand and firm at 48c.@49c. Oats quiet; No. 1 State at 38c. Petroleum steady, in fair demand and unchanged.

A PAINFUL DEATH.

Mr. Robert S. Taylor, of Craven County, North Carolina, met his death in a singular manner early on Sunday morning, 3d inst. The Newbern *Times* gives the particulars thus: "He left Newbern in company with Mr. Thomas Grover, who gave him a passage in his boat at his request on Saturday night. Mr. Grover landed him at the mouth of Coaties Creek at 1:30 Sunday morning, and proceeded to his home a short distance away, and Mr. Taylor also proceeded homeward on foot. He was not heard of until Thursday last, and much uneasiness was felt regarding his absence by his neighbors, he being subject to fits. He was found dead on Thursday about one mile from where he landed with his back broken, and a pine sliver projecting from a stump run into his body near the shoulder. His collar bone was also broken. From the position of the body it was evident that in passing around a fallen and partially burned pine, he had tripped over a bent gum sapling and fallen across a stump hole, striking on his face and receiving the sliver at the same time from the partially imbedded stump in it. The fall also broke his back, as his hands were extended down the hole, and, from appearances, could not have broken his fall. A bag which he carried containing papers lay near him. It is supposed that he must have died almost instantly, from the position of the body. Justice Grover appointed Joseph H. Wallace special Coroner, who held an inquest the same day, and rendered a verdict of accidental death in accordance with the facts related.

The New York Times.

NEW-YORK, FRIDAY, AUG. 15, 1873.

AMUSEMENTS THIS EVENING.

UNION-SQUARE THEATRE.—FUN IN A FOG.—Characters by the Vokes Family.

WALLACK'S THEATRE.—MIMI—Mr. Dion Boucicault, Miss Katharine Rogers, Miss Effie Germon.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES—Afternoon and evening.

CENTRAL PARK GARDEN.—SUMMER NIGHT'S CONCERT by Theo. Thomas' Orchestra.

THE NEW-YORK TIMES.

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THE NEW-YORK TIMES,
New-York City.

NOTICE.

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith.

We cannot, under any circumstances, return rejected communications, nor can we undertake to preserve manuscripts.

TO ADVERTISERS.

☞ For the accommodation of up-town residents, advertisements for insertion in THE TIMES will be received at No. 54 West 32d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

Families or other subscribers leaving the City for the Summer can have THE TIMES *mailed to their address at $1 per month.*

A Democratic paper says: "During the Fall of 1872, THE TIMES constantly praised Mr. HAVEMEYER, and labored for his election, and promised all manner of happy results from his success." The report is not worth wrangling over, for any decent paper might reasonably be excused for advocating Mr. HAVEMEYER in 1872. His character was good; his past life had been such as to justify the recommendation of his claims to office. If he has falsified all his promises, and disgraced his past career, the shame falls upon him, not upon any paper which supported him. No one could foresee that he would appoint such persons as MATSELL and CHARLICK to office, or do all in his power to render the entire Reform movement ridiculous. If you support a good man, and he suddenly turns out a bad and treacherous one, you are not to blame. As a matter of fact, however, THE TIMES said as little as it could well help in favor of Mr. HAVEMEYER, and said that little late in the day. So dilatory was our support, that we were charged by the Democratic papers of that time with trying to elect Mr. JAMES O'BRIEN. Public opinion called for Mr. HAVEMEYER, and he seemed to be the best candidate in the field. He has turned out to be the worst. Our only objection to Mr. LAWRENCE was that he was the candidate of Tammany Hall. We did not desire to see that clique in any way restored to power. We are not defending our course, for we believe there is nothing in it that needs defense. But it is important that the facts of contemporary history should be rightly remembered. The mistake made by the Republicans consisted in their not putting a strong man of their own in the field early enough in the day. They allowed the Democrats to push forward their man until it was too late to beat him. That is the simple truth of the matter.

The three days' storm which has visited us has done great damage wherever it extended, but we have not yet heard the worst. It is on our coast that the greatest destruction must have been caused. Seamen have had a very hard time of it since Tuesday morning, and we shall be agreeably surprised if the record of wrecks is not very serious. The arrival of the steamer *Arndt* has relieved much anxiety, and the management of the vessel seems to have been highly creditable to the Captain. Nobody need be afraid to go to sea with him.

At a meeting of the Dock Commissioners, yesterday, the communication of the Board of Health in regard to the removal of the dumping-board at the Vesey-street pier was ordered "on file," no further action in the matter being deemed necessary. If we are to infer from this that, so far as the Dock Commissioners are concerned, this nuisance is to be continued, the public will very strongly object to this summary dismissal of the subject. It has long been a disgrace to the City that a pier adjoining its principal market should be made a receptacle for street refuse, and common decency, to say nothing of the public health, requires that some more suitable place shall be taken for dumping purposes. If it is in the power of the Board of Health to abate this nuisance, without reference to the wishes of the Dock Commissioners, we hope they will not be restrained by any notions of official courtesy from doing their duty.

We are seldom able to express approval of anything which appears in the *World*, and, therefore, we the more cordially agree with its conclusions as to the best method of helping the Democratic Party out of its present slough of despondency. It says:

"The great thing to be done is to diffuse correct information, and success in this depends on the unanimity, spirit, and vigor of the Democratic Press in all parts of the country. Many small local papers published at the county seats will do better work and make more converts than some greater journals with larger opportunities and less zeal."

Everybody knows that the "small local papers" surpass the *World* in ability to "diffuse correct information," are conducted with more "spirit and vigor," and are well able "to do better work and make more converts." The well-known disposition of the *World* to give up a political battle before it is half fought has made it, in proportion to its pretensions, the most useless of Democratic journals. Its party friends find notable examples in its surrender of 1868, and its abject capitulation to the "Greeley craze" last year. They must be delighted to find that the *World* has at last admitted its utter worthlessness to its few political friends.

A correspondent calls attention to the lack of any means of saving life on board the *Plymouth Rock*, in case of accident. The life-preservers are all huddled away where no one can get at them, and we fear there can be little doubt that should a fire break out, or any other alarming accident occur, very little could be done to save the passengers. The worst of it is that almost all our boats for local traffic are run upon the theory that nothing will go wrong. Provision is never made for the worst. And yet to be prepared for disaster is the only sure way of guarding against it. We have not much faith in life-preservers, as they are generally made—stuffed with sawdust or paper—but it may be that they are better than nothing. The Long Branch boats ought to be very carefully overhauled at least two or three times a week, for they do hard work, and an accident on one of them would produce a terrible catastrophe. Mr. JAY GOULD, who is not inattentive to the wants of the traveling public, whatever his other faults may be, should give his attention to this subject.

One of the most important powers of the Board of Police is that of appointing inspectors of election, and this function was yesterday delegated by the Board to Commissioners GARDNER and CHARLICK. The four inspectors allowed to each election district will be equally divided, we presume, between the two parties. The Republicans have every reason to believe that their interests will be entirely safe in the hands of Mr. GARDNER, and if the Democrats are content with Mr. CHARLICK, we do not know that anybody else will be disposed to complain. The public will demand, however, that all the inspectors shall be honest and competent men, and that they shall serve in the districts where they live. When an inspector is sent to a district where he does not know the voters, a presumption is raised of intended fraud, which may be undeserved in some cases, but is perfectly natural. The Police Commissioners can best show that they desire an honest election by placing the inspectors where they will be most likely to prevent frauds upon the ballot-box.

The letter from Styria of our correspondent, Dr. WILLIAM H. RUSSELL, will be found of special interest. The description of WERNDL'S gun factory shows very clearly the influence which American improvements in machinery have exercised even in a country so slowly progressive as Austria. The head of this remarkable establishment is one of the representative men of the mechanical progress of the age, and his career in this country during the war may not be absolutely new to some of our readers.

It will be seen from our Washington special dispatches that the Secretary of the Treasury has declared the story, that there is a deficit of $10,000,000 in the cash of the United States Treasury, to be utterly untrue. The canard originated partly in malicious opposition to the Administration, and partly in the necessities of Wall-street gambling. Although ridiculous in itself, the rumor had been eagerly caught up and given general currency. The *World* had got so far as to ask, with pretended anxiety for the country, what was to "be the next development of Radical rule?" Its question is answered much sooner and more completely than it could desire, as the very next development of Radical rule was to prove that the *World* was ready to recognize, as an established fact, a grossly improbable rumor, calculated to do vast injury to the country, merely that it might make a little political capital. It will, doubtless, be sorely grieved that the Secretary of the Treasury has let the country know that this deficit story arises solely from the usual operations of the Treasury in the redemption of the called five-twenty bonds. When an organ has such limited opportunities as the *World*, it is rather cruel to take away a tune it was about to torture into so many variations.

DEMOCRACY IN EXTREMIS.

The recent Conventions of Democrats have attracted attention, chiefly because they are believed to forecast the policy of the dispirited and disjointed remnant of the Democratic Party. The general impression is that the party is acting with its usual bad faith. This prevailing sentiment may be unjust to Senator THURMAN, who constructed the Ohio platform, of which the other platforms are imitations; but it is a fact of great significance in current history. There can be no mistake made in tracing this sentiment to its source. The people remember that the party which now utters high-sounding phrases is the same party that was ready to surrender the Government to slavery in 1860, made the peace platform of 1864, nominated SEYMOUR in 1868, steadily opposed reconstruction upon the basis of the political equality of all men; and, finally, that it is the same party that last year surrendered to a few apostate Republicans with the hope of gaining power by a false pretense.

With this record behind it, the party, in making its declarations of faith in the present year, has naturally provoked ridicule, and involved itself in a tangled mass of absurd contradictions. It is no wonder that people smile when the Democratic Party says it "stands by its principles, which are suited to all times and circumstances." Senator THURMAN had forgotten Democratic annals when he made this statement. Every school boy knows that for more than twenty years there have been two paramount questions in American politics: First, the repression of slavery; and, second, the enfranchisement of the late slaves. Other issues have been for a time forced upon public attention, but these two questions have controlled the action of parties and engrossed the people. The Democratic Party upon both has been persistently wrong. Its controlling principles, its only ideas for nearly a generation, have been devotion to slavery and hatred of the negro. These have always been the principles of Democracy, and because of its inability to find any others which would be better suited to the times and circumstances upon which the nation has happily entered, it has suffered constant defeat for the last thirteen years. Never since 1854 has Democracy done anything in National or State action for human rights; rarely has it rendered even lip service to the doctrines which, under Republican guidance, have marked a new epoch in the history of the nation.

Therefore, when we are told in the new platforms, that the Democratic Party "opposes nullification and secession," we know it is only trampling on the grave of evils to which it gave life. More especially do we know this when we find the Democratic Party even yet unable to wholly disown its offspring. This platform says "it defends the reserved rights of the State and people, and opposes the centralization that would impair or destroy them," and then goes on to insist "upon a strict construction of the Federal Constitution." The doctrines of the Kentucky resolutions led the Democratic Party into active support of secession, and these same doctrines are in the latest declarations of its faith. Because Democracy was worsted in a Presidential contest it was a reserved right of Democratic States to secede; it was opposition to centralization and devotion to strict construction that led Democrats in the North to attempt to paralyze the Government when it was engaged, at an immense cost of blood and treasure, in overcoming the reserved rights of these Democratic States. Senator THURMAN should have remembered, before putting these declarations into the mouth of his Convention, that the history of the last twenty years is not yet utterly forgotten. Unless he proceeded upon such an assumption he could scarcely have fallen into such a blunder; nor can he expect anything but derision when he makes the Democratic Party say, "It insists upon equal and exact justice to all men." It has cost the nation too much in attempting to convert the Democratic Party to this doctrine to permit the people to believe in its late and forced repentance.

But Senator THURMAN has done a public service in putting these platitudes together and getting them indorsed by a Democratic Convention. The ease with which he accomplished his task, and the readiness with which his disciples ignored the professions and political friendships of last year, furnished additional evidence of the utter insincerity of Democracy. The *World* had declared that "common personal hatred (of Gen. GRANT) was the bond of union in the coalition last year;" and the recent Conventions have broken the bond from which no further profit can be expected. The Ohio Democrats led the way in the attempt to rebuild the Democratic Party upon its ancient basis. Having repudiated the professions and allies of last year, they have taken refuge again in their delusion of a universal repugnance to the "nigger." The Democrats of Maine have followed suit. But in any guise in which it may come, Democracy has ceased to be of much consequence. The people do not believe its professions, and will not trust it. It may for a time keep up a din in a State or two, but it has ceased to be a political power in the nation.

NEW-YORK AND THE STATE TAXES.

In the recent report of the Tax Commissioners, a brief reference was made to the remonstrances which had been addressed to the State Board of Assessors regarding the unfair proportion of the State tax levied upon New-York City and County. This was followed by the vague assurance that the Assessors are in possession of facts which, "it is hoped, will enable them to obtain from the State Board of Equalization something approximating a fair apportionment of the general assessment in the State for this City." It is to be feared that "the equity of the case" is as likely to be disregarded this year as it has been for so many years previous. And, it must be confessed, that the grievance is a good deal more obvious than the remedy. A uniform standard of assessment throughout the State ought to be fixed by the Legislature. This is the only method of finally disposing of the inequality which notoriously prevails. But from a Legislature four-fifths of whose members represent constituencies who have a direct interest in maintaining the present unequal system, it is all but impossible to expect redress for the two counties—New-York and Kings—which are made to bear double their due proportion of the burdens of the State.

Some scant measure of justice may be wrung out of the State Board of Equalization by persistent agitation of the subject, and the New-York Supervisors, as well as our reformed Tax Commission, ought to devote a good deal more attention to the subject than has heretofore been done. During the present year New-York has to raise $6,117,365 on account of State taxes. About $400,000 of this amount will be returned in the shape of a State grant to the common schools. But New-York's contribution to the school-tax of the State will, this year, be $1,301,567. So that in addition to paying over $3,000,000 a year for the support of their own public schools, the citizens of New-York are compelled to contribute another $900,000 for the support of public schools in the interior of the State. This is a fair index to the way in which New-York is made to contribute a disproportionate share of all the expenses of the State Government. The net amount of the County's share of State taxes represents one-fifth of the entire tax-levy of the year, and is equivalent to a charge of 50 cents on every $100 of assessed valuation. Nearly one-half of this amount is unjustly extorted from the tax-payers of New-York, because, while property here is assessed for about sixty per cent. of its market value, the average throughout the rest of the State is within thirty per cent. It is gravely assumed by the State Assessors that the value of real estate in counties like Dutchess and Monroe has either been stationary or has actually declined during the last eleven years. During that period the valuation of New-York has doubled, while it has remained almost unaltered throughout the upper counties of the State. Every year the injustice inflicted on New-York, in the apportionment of the State tax, becomes greater. Extravagance in State expenditures touches us more nearly than it does the rural counties, because they feel every year less of the burden which their representatives authorize, and which, but for this fact, these representatives would be held more strictly accountable for. On every ground, whether of justice or administrative purity, it is desirable that this anomalous state of things should cease.

BIDDING FOR IMMIGRANTS.

The Government of Buenos Ayres has entered the field of competition for immigration with a measure that rivals in liberality the one recently adopted in Queensland. It is the result of experience obtained during a visit to the United States by Mr. SARMIENTO, the President, who saw, when he was here, the immense advantages we derived from the constant stream of immigration that flows to our shores. The bill offers a premium of $50 a head on the first hundred thousand Europeans that settle in the country. The territories of the Chaco Missiones, Pampas, and Patagonia, are to be measured out in sections of five leagues square, or 166,650 acres each. Maps in chess-board fashion are then to be drawn out, showing 625 farm-lots of 266 acres each, and the black squares being retained by the Government, the white are to be given to the colonists at the expiration of two years from their arrival in the country, without any payment. The premium of $50 is offered for every immigrant between the ages of twelve and forty-five, and is to be paid at the expiration of eighteen months after arrival. After reserving forests and rivers, the Government will mark out sites for towns, giving the first 100 settlers in each section a town lot gratis. The black lots in each section are, after the lapse of due time, to be offered by auction at an upset price of $100 per farm lot, payable one-fifth in cash, the rest in four annual payments. Provision is also to be made for speculators who may be desirous of purchasing larger areas in the wilderness, but this will probably have little effect in increasing immigration of the class most needed. Colonists established on the sections marked out under this law are to be exempt from taxes for ten years, and are to be allowed to bring into the country all seeds, implements, arms, and baggage duty free. Wherever fifteen families are settled, they shall be entitled to ask for a commissary and ten policemen. The colonists are to elect their own Justice of the Peace and five Municipal Councilors, and each section is to be entitled to a gift of 100 rifles from the Government. There is too, what may seem a somewhat curious provision, that each colony shall be composed of various nationalities, with five per cent. natives. The Government guarantees freedom of worship and instruction, civil marriage, education, defense, and also undertakes to provide means of communication. Such a proposal as this must prove attractive to a large number of small farmers and people of limited means in Europe, and is another evidence of the strenuous efforts that are being made to divert some of the emigration from our shores to other lands where labor and population are needed.

THE CENTENNIAL COMMEMORATION.

It is expected that the preparations for the centennial buildings will be sufficiently advanced to allow of the beginning of active work before the Winter sets in. As the site of these buildings—or this building, for it is not yet, we believe, fully determined whether the whole shall be comprised in one structure—is to be in a part of Philadelphia not familiar even to many persons who are unacquainted with the topography of the older portions of that city, we will try to give some idea of its position.

The situation which has been selected is about three miles and a half nearly northwest from the State House. It is in the part of Fairmount Park west of the Schuylkill, and somewhere, we think, between 100 and 150 feet higher than the surface of the water. It is about half a mile from Mantua Junction, and a quarter of a mile from the nearest point on the Pennsylvania Railroad. The ground is about two and a half miles from what is now the centre of population of the city, and between three and a half and four miles from the principal banks and brokers' offices.

One very great advantage of this site is its accessibility from places outside of Philadelphia. By the construction of a short branch from the Pennsylvania Railroad, articles for exhibition can be taken on the cars directly into the buildings, and excursion trains for passengers can be run to within a few rods of the entrance. Not to speak of the breakage, loss, delay, and confusion, which exhibitors would thus avoid, the saving of time, fatigue, and expense to visitors would be incalculable. In order more clearly to see the convenience of the situation, in this respect, let us for a moment suppose that the lines from this City all ran, as they formerly did, either to Kensington Depot or Walnut-street Wharf—each of these points being about four miles from the exhibition. Even in ordinary times, this would, especially to an excursionist, who contemplated going and returning the same day, be no small matter; but at a time when hackmen would probably be charging prices which none but millionaires could afford to pay, and the only other means of conveyance might be that of running alongside a street-car, watching for an opportunity to get on, it would constitute, with multitudes of persons, an insuperable obstacle against visiting the exhibition at all. The advantage of the proximity of the buildings to the Pennsylvania Railroad will appear in a still stronger light when we consider the manner in which all the steam railroads leading into Philadelphia are connected with each other. Not only can trains be run directly to the exhibition from the direction of New-York and of Lancaster, but—with the concurrence of the different companies—from Baltimore and Washington, the Westchester Road, the Reading Railroad and its branches, and the North Pennsylvania Road. As a very large proportion of those coming to the exhibition will be persons to whom the expense of staying over night in the city would be a material consideration, and as many, even of those who would care nothing for the cost, would object to the crowding and discomfort they might be obliged to undergo, the question of getting readily to and from the site is one which must very greatly affect the number of visitors.

The hotel accommodations of Philadelphia, owing to the large proportion of its manufacturing to its commercial business, are, for a place of its size, very limited. On account of the great number of dwellings suitable for families of moderate means, there are comparatively few boarding-houses. The city is, therefore, not well prepared for a great influx of strangers. What the people there will do previous to 1876 to remedy the difficulty we do not know. They are themselves well aware of the deficiency, and are already earnestly trying to devise measures for supplying the want. The excursion trains to which we have alluded will do a great deal toward relieving the pressure, but will not entirely accomplish the desired object. A great many of the visitors will want to see far more of the exhibition than would be possible in the six or eight hours which an excursion leaving New-York or Baltimore in the morning, and returning in the evening, would allow.

There is one very important point in regard to the site of the centennial buildings which we have not mentioned. There is plenty of room. There will be no need of an insufficient supply of light and air, nor will there be occasion for the use of a great number of skylights. Our American Summers are sometimes warm; and the neighborhood of Philadelphia is far from being an exception to the general rule. It is often a great fault of public buildings in this country that they are constructed after the models of edifices in countries where there is little occasion to make provision for such weather as we often have in July and August. We are glad to see that the Centennial Commission are evidently aware of the importance of providing for hot weather, and manifest no intention of sacrificing to supposed architectural effect material considerations respecting the comfort, and indeed we may say the health, of visitors to the exhibition.

AN IRISH MURDER CASE.

One of the most remarkable murder cases ever tried in Ireland recently terminated at the County Tyrone Assizes in a verdict of guilty. The accused, THOMAS HARTLEY MONTGOMERY, was a Sub-Inspector of Police, was connected by blood and marriage with some of the best families in the country, had received an excellent education, and in appearance was, to the eye of the ordinary observer, at least, just such a man as one would like to have as a companion upon a lonely journey. The murdered man, WILLIAM GLASS, was cashier of a bank at Newtownstewart where, in the ordinary course of business, he had made the acquaintance of MONTGOMERY, the latter having been then stationed at the place. On the 29th of June, 1871, during the absence of the manager at a fair, some ten miles distant, GLASS was brutally murdered, and the bank-safe robbed of notes amounting to $7,500. An hour or two before the dead body was discovered, MONTGOMERY had been seen leaving the bank with an oil-skin coat upon his arm. Two ladies who had a check cashed early on the same afternoon, had heard MONTGOMERY talking to GLASS in an inner office. It also appeared that he had taken a long walk after leaving the bank, and that upon his return to town he was informed of the murder; but that instead of sending his subordinates immediately in search of the murderer, he went himself to view the body, and endeavored by argument to induce the coroner, bank-manager, and others to believe that it was a case of suicide.

All these facts combined to create the impression that he had committed the murder. He was arrested, and the Coroner's jury having found a verdict of willful murder against him, he was committed to jail. The popular feeling was so strongly in favor of the theory of his guilt, that his trial was postponed for several months. In the meantime, the magnitude of the reward offered for the recovery of the stolen notes, and for such other evidence as might help to convict MONTGOMERY, induced a considerable number of persons to engage in the search. The underbrush in a belt of wood, near which he had been seen on the evening of the murder, was torn up by the roots; the stones were removed, one by one, but nothing was found. At length the rain did what the detectives failed to do. It beat around a rock, so large that no one thought of lifting it, and opened the way to an excavation, where the notes and the instrument with which the murder was committed were all found. With these, and the testimony of several witnesses, by whom MONTGOMERY had been heard to say that "It would be easy to knock a cashier on the head, and rob a bank," the case went to trial; but, owing to the fact that the prisoner had no blood upon his clothing when first seen after the murder, the jury disagreed. Last Spring the second trial was held with a like result. It then began to be insinuated pretty freely that the social position of the prisoner had saved him from the gallows. The public prosecutors went on with their work notwithstanding, and, by the time the third trial commenced, had, through the aid of some seventy witnesses, forged such a strong chain of purely circumstantial evidence around the accused, that it seemed impossible that there should be another failure to convict him. It was shown that he had been engaged in reckless speculations, that he had lost large sums of money, and that he would have been utterly ruined if he had failed to procure a considerable amount within a given period.

In spite of the overwhelming array of testimony as to his guilt, hundreds of those who had heard of the case might yet be disposed to consider MONTGOMERY'S own plea, "how can a man be held guilty of murder when no blood has been found upon his clothes," conclusive as to his innocence, but for the fact that he confessed his crime to the judge before the death-sentence was pronounced upon him. The confession, in substance, was that he had committed the murder while his mind was in an unsound state, as the result of drugs that had been administered to him at the house of his wife's uncle, previous to his marriage, for the purpose, as he alleged, of rendering him an easy victim to the matrimonial snare. "It was a murder," he said, "that no educated man, no man of feeling, could have committed. Why, a savage of New-Zealand could have done nothing worse; but I was a demented being, at that time, bereft of reason, and there is a very great difference between my case and that of a man who knowingly and willfully commits an act of the kind." In this country such a plea, however ill-timed, would doubtless be made the basis of an argument for a new trial; but in Ireland, for all the good it is likely to do the culprit, he might as well have not made it. In his whole conduct, however, there has been nothing so contemptible as the charge that he makes against the uncle of his wife, a gentleman of the most irreproachable character. Common gratitude, if nothing else, should have prevented him from trying to slur the reputation of one who is said to have contributed nearly $6,000 to the fund that had been raised for his defense, although it would be hard, of course, to expect anything better from a man who was so lost to all the higher instincts of humanity as to imbrue his hands in the blood of a friend for the sake of a few thousand dollars. On the 26th of the present month, MONTGOMERY is to expiate his crime on the gallows, and it is doubtful if any murderer has ever been hanged in Ireland whose punishment was so well deserved, or whose death will have done more to vindicate justice in the eyes of the masses of the people.

THE COMMISSIONERS OF ACCOUNTS.

We understand that Mayor HAVEMEYER is determined to give the Commissioners of Accounts clerks to assist them in discharging duties which the law imposes upon the Commissioners themselves. We have departments enough in the City Government, and this effort to create a Department of Accounts, with all the paraphernalia of the other departments, should be checked, first because there is no necessity for such an independent department, and, secondly, because there is no law for it. We know this latter is no reason in the eyes of Mayor HAVEMEYER, since he has said in substance that he does whatever he thinks best for the public interest, irrespective of the law. The charter passed at the last session of the Legislature authorizes the Mayor to appoint two persons, who, with the President of the Department of Taxes, shall be Commissioners of Accounts; and it prescribes that they shall, once every three months, examine the accounts of the Controller and Chamberlain and report to the Mayor. The charter also authorizes the Commissioners of Accounts to examine the accounts of the other departments, and to make such suggestions in reference thereto as they may think proper. For these duties, not by any means very arduous or difficult, the Commissioners of Accounts receive a salary of $3,000 per annum. The plain language and the whole scope of the section of the charter clearly show that the Commissioners of Accounts are themselves personally to make the examinations required by the law. This is their special and entire business. The Mayor, however, seems to think that the Commissioners of Accounts are the head of a Department of Accounts, the duty of which department is to examine accounts. The charter of our City creates no such department as a Department of Accounts. If the Commissioners of Accounts at $3,000 per annum have not the time or capacity to make the examinations required by law, let them resign, and probably Mr. HAVEMEYER'S boon companion, MATSELL, may suggest to his Honor their successors. We understand that Mr. HAVEMEYER is responsible for the City having had "DICK" CONNOLLY for Controller; for it was he who suggested his name to the Ring. We all know the influence wielded over CONNOLLY by HAVEMEYER during the last days of the Ring. After CONNOLLY, Mr. HAVEMEYER has given us Chief of Police MATSELL and OLIVER CHARLICK. Now, if the present Commissioners of Accounts should resign, Mayor HAVEMEYER would have an opportunity of appointing a couple of his old cronies to the position, who might unite all the beautiful and correct figuring of a Connolly with all the moral virtues of a Matsell.

We protest against this effort of the Commissioners of Accounts and of the Mayor to saddle the City with an expense without the least warrant in law. The Controller cannot lawfully pay the salaries of the proposed clerks, and we do not believe that he will do it unlawfully to oblige Mayor HAVEMEYER or any one else. This may seem a small matter, but in principle it is a very large one, and we shall watch the result with a great deal of interest.

"OUR CONVICTS."

To the Editor of the New-York Times:

"They are a part of our 'society?' They belong to ourselves! Fain would we say that these convicts are not ours; that they have cut themselves off from us; that they have excommunicated themselves from civilized society by their own acts; that they no longer belong to us. The very name 'convicts' excites in the mind an idea of moral corruption which would make one shrink from such beings with a natural repulsion which would lead one to wish only that like the lepers of old they should dwell apart in desert places, warning off the incautious passenger with the cry, 'Unclean! Unclean!' Many would thus fain separate themselves from convicts, would gladly rid themselves of the awful responsibility which lies in the words 'our convicts.' But they cannot! These convicts are men and women born among us and reared to manhood and womanhood among us—until the law put its fatal mark upon them, so that they were henceforth to be known as convicts. We saw nothing to distinguish them from other men and women, but this very sentence, which makes us wish to separate them from ourselves only binds them closer to us. They were free agents while they pursued their mischievous calling—we were not then responsible for them—now the sentence of the law has placed them in our own keeping for many years. We cannot, now that they are legally proved guilty of crimes against society, banish them, content that they shall still be responsible for their crimes to the Judge of all before a higher tribunal. We have deprived them of the right to guide their actions since they have abused that right. We have put them under such treatment as we consider best for them and for society. They are ours, and we cannot if we would shake off the responsibility arising from his relationship, however painful it is. It behooves us then to consider the treatment 'our convicts' should receive."

The above extract I have somewhat condensed from the introduction to Miss Carpenter's valuable and interesting book, *Our Convicts*. If one of its readers will lay to heart the truth that upon all of us a heavy responsibility is resting, I shall be satisfied. I am not a believer in the idea that the prisons of our State should be made pleasant abodes for the sons and daughters of crime, far from it; but they should, as far as the present imperfect system will allow, be made in some measure reformatory. All should be done that can be to raise these convicts from their present low and degraded condition, and to this end, if any of them desire to read, good and instructive books should be placed in their hands. This want lies in the power of most of us to supply; in this way we can in some slight degree meet our responsibility. It may not be possible for many of us to give personal effort, but surely every woman can give the price of one pair of gloves or one necktie to purchase for a convict woman a book to interest and instruct her.

"There is not yet sufficient sympathy existing between the different classes of society. 'They that are strong' have not learned to bear with the spiritually weak helping them to bear their burden. The 'respectable' classes rejoice that they are not as other men are—pickpockets, thieves, burglars, convicts, and go down to their houses justified in their contempt and repugnance for them; it is well said 'one-half the world knows not how the other half suffers.' It is true, and until the upper half does know from the exercise of sympathy the suffering of the lower half from sin and ignorance, they will not be materially diminished."

In your paper, from time to time, have appeared appeals for the trifling sum of $100, to purchase English and German books for 118 female convicts. The fruit of these appeals has been, after many months, $60! This will not give a book apiece! On a recent visit to the Sing Sing Prison, a young German girl said, piteously: "Cannot you get me one leetle German book?" Of course she shall have it, but who will give the other books needed? Will the mothers and daughters of your great City, who are in country villages and watering-places, seeking health and pleasure, remember that these women are "our convicts," and send a trifle for this great need to Rev. George Kaye, chaplain of the Sing Sing State Prison? C.

THE EXCURSION TO-MORROW.

PREPARATIONS FOR THE TENTH WARD PICNIC—DISTRIBUTION OF TICKETS.

To-morrow the ninth of THE TIMES excursions for poor children will be given, the boys and girls selected to enjoy the holiday being all taken from the Tenth Ward. Although it was very disagreeable weather yesterday, the station-house in Eldridge-street was besieged at an early hour by an eager crowd of children, all seeking tickets for the excursion. The hour for distributing the cards had been fixed at 4 P. M., but Capt. Ward found it impossible to persuade the little ones to come at a later hour, so he sent for the package and began giving out tickets at 2 o'clock, much to the delight of the hundreds of boys and girls assembled. For two hours the distribution continued, and when all the tickets had disappeared there were many applicants who could not be accommodated. They were, however, told to come on Saturday, as they would be taken if there was room. The fact that a picnic is to be given them has naturally excited the children, and as the plan of free excursions is now so thoroughly understood and appreciated by parents, the ninth picnic will doubtless be as large and successful as any preceding one.

The children are to assemble in Eldridge-street to-morrow morning at 7 o'clock in front of the police station, where they will be formed in line by Capt. Ward and his subordinates. As soon as the column is formed it will march, to the music of the Governor's Island Band, to the point of embarkation. When all are on board the barge will proceed to Oriental Grove on the Sound, a breakfast of buttered rolls and mugs of fresh milk being served on the up trip. The usual bill of fare so often described in these columns will be adhered to, and all the amusements found so popular will be afforded. The party will return to the City by half-past six o'clock.

THE "PLYMOUTH ROCK."

To the Editor of the New-York Times:

The City was horror-stricken last evening by the report that the Plymouth Rock had foundered on her afternoon trip to Sandy Hook, and that 400 souls had perished. I crave the indulgence of your columns to show how easily this rumored horror might have been a reality, and to beg the great influence of your editorial assistance to correct a great evil.

I have been a passenger on the Plymouth Rock twice a day all Summer, and I have no word except of praise for all that I have seen in her management, with the exception of one single point, in connection with the safety of her passengers.

The papers say that 400 passengers went down on the 4 o'clock trip yesterday. I was one of them. The sea was very rough—the wind almost a hurricane—the lower bay crowded with craft driven behind the Hook for shelter, and the track of the Plymouth Rock correspondingly encroached upon and restricted. Under such a combination of circumstances, one naturally thinks of possibilities of danger, and casts about for the means of escape. Now supposing any one of the possibilities—a collision, fire, leak, or the careening of the steamer, with her enormous top-hamper to catch the whole force of a boundless storm—what are the means of escape for the thronging crowds of passengers, numbering, sometimes, 2,000 to 2,500 souls?

The life-preservers, (of which there may be a sufficient number for the utmost carrying capacity of the steamer, but of this I do not affirm,) instead of being in open racks in all parts of the vessel, as in the Jesse Hoyt, are closely packed like plates in a crate, in rooms appropriated to this purpose. Two or three persons, at the most, can have access to these receptacles at a time, and the imagination cannot conceive the frightful consequences of a rush to them by a panic-stricken multitude.

The fate of the unhappy victims of the Wawasset disaster should operate as a warning to the managers of passenger steam-boats and ferry-boats. These disasters strike like the lightning, and the means of safety should be swiftly accessible to every passenger in every part of a vessel. The Wawasset may have had a full supply of life-preservers, but for practical purposes she might as well have had none.

One word more: The Plymouth Rock is abundantly supplied with hundreds of camp-stools, made of heavy wood; could not these, at no considerable cost, be made of a lighter material that would float passengers? and even at the risk of spoiling the prettiness of the saloons and decks, would it not be a wise precaution to distribute the life-preservers in racks or on hooks throughout the steamer, and all steamers, so that the means of safety may be within reach of even helpless women and children?

If Mr. Editor, you had been on the Plymouth Rock on her up trip this morning, and heard her crack (not creak) when a tremendous sea struck her, I should not appeal in vain for your editorial enforcement of my suggestions.

Your obedient servant,
J. S. M.
NEW-YORK, Wednesday, Aug. 13, 1873.

FOURTH-AVENUE.

To the Editor of the New-York Times:

Your article on "a remedy for the dangers of the Fourth-avenue" in this morning's paper, together with many previous articles bearing upon the dangerous condition of that so-called thoroughfare, are very welcome to those who like myself take a deep interest in the Normal College for young women, just about completed, and situated between Sixty-eighth and Sixty-ninth streets, facing Fourth-avenue. There are two modes of access to the Normal College—one by the Fourth and the Madison avenue cars, and the other by the Third-avenue cars. At present the access to the main front of the building, across Fourth-avenue from the Madison-avenue cars, is entirely cut off. Fourth-avenue at Sixty-eighth-street presenting a chasm of twenty to thirty feet deep in front of the college, and the front steps of the building are only a few inches from the edge of the precipice. Unless Mr. Vanderbilt or the contractors throw a temporary wooden bridge across Fourth-avenue at Sixty-eighth-street the large number of students residing on the west side of the City will be deprived of any access to the college unless by the "circumbendibus" of Third-avenue. Some mode of getting safely across Fourth-avenue to the college at Sixty-eighth-street ought to be devised and constructed without delay, as the students of the Normal College, numbering between 900 and 1,000 young women, assemble for the commencement of their studies on Monday, 1st September. If after your repeated and long-continued warnings there should be "a slaughter of the innocents" no punishment will be too severe for Mr. Vanderbilt and the contractors.

WILLIAM WOOD.
NEW-YORK, Thursday, Aug. 14, 1873.

BROOKLYN CHARITY CONTRACTS.

The Kings County Commissioners of Charities have not yet awarded all their supply contracts, and the protests against the contractors, or the adjudged lowest responsible bidders, have not ceased. The latest disputed point is the condensed milk contract, which was awarded to "T. Farley, No. 125 De Kalb-avenue," at twenty-seven cents a quart. Other bids were lower, but Farley's was adjudged the "lowest responsible." No. 125 De Kalb-avenue is an old engine-house, and is used as a coal depot by the Fire Department. Mr. C. B. Farley lived there at one time, but left two months since. Commissioner Cunningham charges that Farley is a myth, but the other Commissioners of Charities assert that he exists, and is an extensive dealer in milk. The question is to be further investigated.

NOTES OF TRAVEL.

BY GRACE GREENWOOD.

FORT HAYS, Kansas, Friday, Aug. 1, 1873.

We have spent a week at this post—a week of enjoyment—so fresh, piquant, and peculiar, that now when the hour for our departure has almost come, the entire bright experience seems like a Midsummer night's dream. But I must go back and take up a few of my dropped stitches.

I made no notes during our two busy days in Chicago. I could see that the resurrection process was still going on there, though not with the astonishing show of pluck and enthusiasm, the magnificent, mad hurry of last year. It is now a steady and sturdy uprising from dissolution—a dogged defiance of misfortune. I hope the darkest days of the great, heroic city are over, but I had misgivings when I remarked in the newly rebuilt districts many vacant buildings and stores marked "For Sale" and "To Let." It would seem that rents, if not the price of real estate, must come down. I was delighted at observing the size and thriving condition of the new trees in the burnt districts. Some are as large as the beautiful maples and beeches ruthlessly felled by our Washington Board of Public Works, without an attempt at removal. I groaned in spirit when I compared them with the miserable switches set out on East Capitol-street, and to be set out on our avenue. But the B. P. W., like the good, provident doves in *Aunt Effie's Rhymes*, must look out for "their little nurseries."

Except in tree-planting the north side of Chicago still lags behind the south, and the west side still profits by the misfortunes of her neighbors, and flourishes and spreads herself mightily. The Grand Pacific Hotel, with its yet dreary and ruinous surroundings, looks like a magnificent phantom of architecture. You gaze, and wonder and admire, and question if it will pay. It is on so superb and astonishing a scale that the name hotel scarcely suffices for it. Caravanserai suits it better. Why, the barber's shop of the mighty establishment overcomes you as the "Tonsorial Palace." The new station of the Chicago and Rock Island Railroad hath a most royal and Louvre-ish aspect, inclining one to ask, "Have we a Bourbon among us?"

The journey from Chicago to Kansas City, via Quincy, was hot and wearisome to a degree, but once beyond the Missouri the pure air of the plains began to tell on exhausted nerves and depressed spirits, and good humor and good sleep became possible. The Kansas Pacific, though it passes through a greater extent of wild and arid country than the Union Pacific, is not on the whole a less interesting route—or would not be if more of the chief points on the road could be reached in the daytime. By this route, you have from Chicago to Denver three nights and two days—by the Union Pacific you have three days and two nights. The more northern route is the cooler, and so, barring the danger from Iowa bandits, the pleasanter at this season. On the other there is the chance of seeing a buffalo herd. "You pays your money and you takes your choice."

Agricultural enterprise is steadily pushing its way on the plains and redeeming acre after acre from the loneliness and unfruitfulness of ages. Very far out on the prairie the Kansas Pacific Railroad Company are trying various important experiments in cultivating the soil without irrigation, and with quite satisfactory results. The dull, sad earth, so long subject to the hard pounding of bison hoofs, laughs out in bloom and verdure, under the gentle hand of industry. Corn and potatoes are doing well, and there are thriving nurseries of various forest trees, where tree has never grown since the great seas subsided and the ice-drifts melted slowly away under a thousand suns. Most flourishing of all is, I grieve to say, the ailanthus, called in horrible irony, "the tree of heaven." We encountered no buffalo on the second day's journey, but we saw immense herds of Texan cattle—far more agreeable objects than those tremendous and ugly brutes who used to thunder over these vast plains in mighty battalions.

On that day we were most hospitably and charmingly entertained by the President, Secretary, and Superintendent of the road, who chanced to be traveling our way, in their special car. I know not how it is, but such a car always seems to me not only pleasanter and more cosy than the ordinary Pullman, but to get over the ground more rapidly. Certainly nothing lagged or flagged, neither time nor steam, spirits nor tongues, that bright morning. A short distance below Hays City we took on Mr. Grant, the head and front of the new English colony, called after the Queen. Mr. Grant reminds one of the traditional "fine old English gentleman," a man of substance and acquainted with port. He is a strikingly aristocratic-looking personage, and Victoria Colony is an aristocratic enterprise, its constitution providing that no member shall own less than a square mile of land. Scarcely any cultivation has yet been attempted, and but little building, though several of the proprietors are on the ground. They are, I understand, young gentlemen of high birth and some means. The peculiarly English passions for land-holding, and going forth shooting and to shoot, led them into this strange enterprise. Now they hardly hold the land; it holds them, and the railroad has so effectually stampeded the buffalo, the antelope, and even the jack-rabbit, that it is hard to tell what they will do for game on their own desolate domains. They declare with true British pluck that it is "awfully jolly," but they are suspected of being desperately homesick.

At Hays, we were met by our friend, Col. C., and conveyed to the fort, about a mile away, in a grand army turn-out—an ambulance drawn by four gallant mules. But though our style of approach was military, and our escort warlike, we were received at Col. C.'s quarters into as peaceful and happy a home as can be found in any quiet Quaker community, where woman has "a soul above buttons," "draws a line at feathers," and studies metaphysics and Mill, and where the men "learn war no more," raise prize pigs and poultry, and hatch out Indian policies.

Fort Hays is said to be the pleasantest military post on the plains. It is situated on rising ground, near a stream of excellent water. Along this stream grow forest-trees of great size and beauty, which are carefully protected within the reservation. Beyond the Government line, as far as one can see, vandals fit for the B. P. W. have swept away every trace of foliage. Hays is the head-quarters of the Third United States Infantry, commanded by that accomplished officer and gentleman, Col. Floyd Jones. Some three miles away, the Sixth United States Cavalry, under the command of Gen. Oates, is encamped in a lovely spot on the banks of the creek, under the shade of noble trees. All the married officers have their wives here, and there are several lady visitors living in tents with the utmost contentment, and fondly imagining they are "roughing it." But in fact, their tents are almost like royal pleasure pavilions, made beautiful and even luxurious by the simple decorative art of feminine ingenuity and taste. Nearly every tent is embowered in morning-glory vines; all are graced by books, brackets, statuettes, and pictures, and one contains a grand piano. Officers and ladies of the camp and fort exchange visits in the most neighborly way, and the combined forces form a most charming society. The regimental band at the fort is a remarkably fine one, and they have there a pleasant hall for musical entertainments and dancing. Our experience, during this visit, has been, I suppose, the experience of most guests at military posts, where hospitality—genuine, gracious, abounding hospitality, when driven from the cities—will make her last gallant stand. Certainly the kindness we have received has been most cordial and considerate—"New every morning, and renewed every evening." We have no words in which to express our appreciation of it.

We soon fell into harmony with the life around us, and felt its peculiar, picturesque, dramatic charm; its immemorial fascination. We have enjoyed with fresh zest the daily martial routine—reveille, guard-mount, drill, inspection, parade. We still start and tremble at the boom of the morning and evening gun. The fife thrills us; the drum rouses us, especially at reveille. We have never been sorry to hear it, 'tis so nice to know just how much longer one can lie and sleep, so as to be able to get up bright and early for a 10 o'clock breakfast.

The officers of the fort and camp are too pleasant and friendly, too much given to undress uniforms and citizen's dress, for us to have any romantic awe of them. But there is the drum major, a remarkably stately and imposing personage, whom we have never seen except on parade, and in gorgeous array. When looking on him we realize what war is in all its "pomp and circumstance."

The weather throughout our stay has been excessively hot, and the sunlight blindingly bright, in the middle of the day, but the evenings have been deliciously cool. We have spent them all, except two, which were squandered on a homily and a hop, in the open air—riding, or driving over the breezy, rolling prairie, or sitting on the piazza of our pleasant quarters, under the morning-glory vines, whose delicate blushing buds were swaying in the wind, and dreaming in the dim starlight of the splendor of their "coming out" "at five o'clock in the morning." Often the band has played for us till a late hour—forming, with their lanterns shining on their burnished instruments, a picturesque group on the parade-ground. On two or three nights, grand and awful, in the distance has shown a vast prairie fire, which, one having a poetic fancy could please himself by imagining a burning city, or a Dantean hell. Songs, anecdotes, and wild stories of camping, marching, and exploring, have entertained and thrilled us, and witched away the hours. After tales of Indian fights, encounters with rattlesnakes have been most in demand. We shudder with creeping horror, and ask for more. One gallant captain told us the other night how, once on a Winter march, in New-Mexico, or Arizona, his men discovered in a rocky cañon a vast collection of rattlesnakes—surprised them in their Winter camp, in a torpid and helpless condition, and actually slaughtered, in cold blood, some 800 of them, including the aged *crotalus*, and the female, with her young ones, sleeping peacefully, with their playful little rattles by their side. Such is war, unmitigated by philanthropy.

In these piping times of peace, clever young soldiers must exercise their finely-cultured intellects in some way, and several of our Fort Hays friends have exercised theirs in training dogs of good blood to be useful, amusing, and companionable. The dogs of the post and camp are really most respectable and intelligent animals, whose acquaintance we have courted, and whose friendship we prize. First, there are the Colonel's pets—Rip, a handsome, chestnut-colored, silken-coated setter, and Tot, a tiny, yellow, wire-haired terrier. Rip is a dignified dog, of high degree, who lives in his master's smile, and fares sumptuously every day. Tot is a little bundle of fidelity and affection. Her master is her providence and divinity—the star of her constant soul, the light of her beautiful eyes, and she creeps as close to his heart as she can get. When her little loyal heart shall cease to beat, the soldier and man of the world will miss something from life, something exquisitely tender and touching—a love that never questioned, or exacted, or failed, or faltered.

Our host has a good, honest pointer, named Hod—a trustworthy sporting-dog—the gentle playmate, the humble slave of the beloved children of the household, but in society rather blunt and blundering, lacking in delicate tact. It is best not to be too familiar with him, as his friendship is a little overpowering. He imagines that you cannot have too much spotted pointer. He leaps up on you and crushes your frills, and licks right and left, and collides with you in door-ways, and backs up against you, and sits down on you, and thrashes you with his tail. The surgeon of the post has two small terriers, called Nig and Fidget. The latter has been a great beauty in her time—she has yet fine eyes, but in figure a little too much *embonpoint*. The surgeon of the Sixth Cavalry has a famous shepherd-dog, named Buster, who accompanies him everywhere, to the chapel, for dosing, to the hospital, for dosing, to the hall, for dos-a-dosing. He is a good, loyal-hearted creature, a jolly dog, and so is his master. Perhaps the most accomplished dog of the garrison is a handsome setter owned by a scholarly lieutenant, and named Logarithm, but called, for short, Log. He knows all the usual tricks of liberally-educated dogs, and makes light of them. They are the mere A, B, C of his attainments. He evidently understands every word his master addresses to him, and seems to hear his lowest tones even in his sleep. Should the Lieutenant at any time casually remark, "It is cold, Log," he would arise and go and shut the door, without a glance at the thermometer. Our friend may congratulate himself that he has not lived in vain. Still, we meanly attempted to take him down by telling him of a dog in civil life—a dog of low degree at that—who, when asked to favor the company with a little music, will trot immediately to the piano, take his seat on the stool, bang away on the keys, throw back his head, and howl like the primo tenore in the last agony of *Otello*. I thought the Lieutenant seemed a little low after this story.

The names of the other dogs of the post and camp, all admirable in their way, are Kitten, Frolic, Jip, Dolly Varden, Tom, Imp, and Snips. Among the lamented dead are Adjutant, alias Tattoo, and Hyperbola. This last was a bright little terrier belonging to Log's erudite master. Its life was lovely, but its death was tragic. One day the Lieutenant saw this small detachment of terrier set upon by a large force of bull-dog, and was moved to "'eave 'alf a brick at 'im." The big brute dodged the missile—the dainty little pet was struck down. Its distressed master bore it to his quarters and laid it on his bed, but it never spoke.

In the tent of Gen. Oates we found a singularly amusing pet—a young woodpecker—who came to them a perfect waif, dropping wearily down from a tree, and mysteriously tame. He goes about at his own sweet will most of the time, but for protection from prowling cats is quartered at night in a strong high cage, built with tender prevision over and around a small stump. He was at large during our visit, and when called by his name, Dick, would come hopping up to us, with his legs wide apart and his head on one side, a droll, friendly-looking, surprisingly-knowing little creature.

I shall never think of the pleasant and picturesque, but somewhat isolated and monotonous life of that camp and this Post without remembering the pets, which give to it such a grace of cheeriness and good-fellowship. Let us call the roll again, and say good-by to Rip, Tot, Nig, Fidget, Kitten, Hod, Log, Buster, Frolic, Jip, Dolly Varden, Tom, Imp, Snips, and Dick.

THE NEW-JERSEY CAMP-MEETING.

ORIGIN OF CAMP-MEETINGS—GROUNDS AT DENVILLE—OPENING SERVICES OF THE MEETING.

From Our Own Correspondent.

DENVILLE, N. J., Wednesday, Aug. 13, 1873.

The modern camp-meeting originated in Kentucky about eighty years ago. There were in that region two brothers by the name of McKee, one a Presbyterian and the other a Methodist, both ministers of the Gospel. Churches were few, and these zealous ministers agreed together to hold meetings in the woods, and the open air, and found great and unexpected success. People came many miles to attend them, and much religious interest was awakened.

The camp-meeting agreed so well with the spirit and ways of the Methodists that they adopted it as a regular part of their plans. Sixty years ago the practice was general. On every circuit a camp-meeting in the Summer was considered indispensable. By degrees a regular plan of preparing the ground grew up, and became universal. The great natural requisites were shade, water, room for tents, and accessibility from all directions. The site being selected, the undergrowth and the lower branches of the trees were cut away, and the masses of brush thus obtained were used to build a circular barricade with a single entrance. Within this circle the tents were pitched and the services held. Within the last ten years the camp-meeting spirit has assumed a new phase. In various parts of the country grounds have been purchased for permanent occupancy, and considerable amounts of money expended in clearing and grading the surface and erecting the necessary buildings. Martha's Vineyard, Sing Sing, and Round Lake are among the older of these; Sea Cliff, on Long Island, Denville, Ocean Grove, and Pitman Grove, in New-Jersey, among the more recent.

In 1869, thirty-three acres of woodland were purchased at Denville, on the line of the Morris and Essex Railroad, about thirty-five miles from New-York, and prepared for the purpose. The tent lots were offered at long leases, the money thus received being expended wholly for the purposes of the association. The project met with an unexpected degree of favor. A large number of lots were disposed of, and the plan grew with the growing means of the trustees, till it has assumed proportions far beyond the original idea. The association now own 133 acres of land, upon which public improvements have been made at an expense of some $30,000. About sixty cottages have been built by the holders of lots at an aggregate expense of perhaps $30,000 more. There are water and gas and all the "modern improvements." The whole affair, as it stands, has cost $70,000 or $80,000. A few of the cottages have this year been occupied a month or more. The grove is beautiful, and not a few people, who have been accustomed to spend the hot season out of town, prefer its quiet shades to the feverish life of fashionable watering places. The crowds begin to come to-day, and all the signs indicate a large attendance. The sixty cottages, with 200 tents, and other outside arrangements, will accommodate a resident population of some 2,000.

The religious services are under the supervision of a committee appointed by the Newark Conference, Revs. Dunn, Bryan, and Coit. Bishops Janes and Haven are expected to preach, and a large number of ministers will be present. The first regular service of the series was held this afternoon at 3 o'clock. Rev. Mr. Dunn introduced the service by some remarks in regard to the design with which those present had gathered, the work to be done, and the spiritual preparation for it. Rev. C. S. Coit, of Paterson, announced the first hymn, and Rev. J. M. Tuttle, of Bloomfield, offered prayer. Rev. Dr. Bartine, of Morristown, read the sixty-first chapter of Isaiah and a part of the eighteenth of Matthew, and preached a sermon from Ephesians, fourth chapter and thirtieth verse. The congregation, though good, was not as large as it would have been if due notice had been given. There were twenty or thirty ministers present. Thus begins the ten days' religious campaign. The weather is somewhat wet to-day, but the grounds are not muddy, and the services proceed regularly. Last evening one of the two new pavilions erected for prayer-meetings was dedicated, and this morning at 5 o'clock the other. At 10 o'clock a memorial service was held, commemorative of Ichabod Searing, Esq., of Morristown, the late President of the association.

AYER'S PECTORAL STORES.

From the Detroit Post.

THE NEW-YORK TIMES and the New-York *Tribune* combined, manage between them to furnish some interesting contributions to the "back-stairs" view of history that are not unworthy of a place in the chronicles of the day. The *Tribune*, which, by the way, under its new management, is running a close competition with the minstrels, by talking about the "odor" of Southern conventions where the negro predominates, charged Mr. "Tom" Murphy with trying to make money out of the Government by selling some of his real estate in New-York for Government store-houses. THE TIMES followed up the affair and discovered, to its own satisfaction, at least, that Mr. Murphy was entirely disinterested. But it also discovered a great deal more than this, which was even more to its satisfaction than to the *Tribune's*. It discovered that the *Tribune* has always opposed removing the Government store-houses from where they are now, either to buildings which Mr. Thomas Murphy has wanted to buy or to any other. The reason why it has opposed this, according to THE TIMES, is because Dr. Ayer, the maker of cherry pectoral, pills, and other patent medicines, owned the buildings rented by the Government for its stores. This Dr. Ayer, of Lowell, Mass., is likewise one of the largest stockholders in the *Tribune*. Dr. Ayer, with a patriotism which Mr. "Tom" Murphy might envy, but to which he cannot, with his scruples and delicacy, as set forth in THE TIMES, ever think of attaining, charges the Government twice as much as the rent is really worth. So that when anybody has suggested moving the Government stores to more convenient and better buildings, the *Tribune* has very naturally taken a lively interest in the affair. The mere suggestion would arouse that journal's Ayer. It has shouted "Custom-house Ring," "Tom Murphy," and played the changes on the other well-known tocsins and alarums, until the Government has been frightened out of its propriety, and allowed Ayer to retain his position as Landlord Extraordinary and Collector of Rental Super-extraordinary from a much-taxed and drawn-upon treasury.

From the Toledo (Ohio) Commercial.

The New-York *Tribune* has been detected by the ever-vigilant and sharp-eyed TIMES in a piece of petty hypocricy and meanness. For the double purpose of gratifying its malice against Mr. Murphy, of New-York, and of diverting attention from the transactions of one of its own stockholders, the *Tribune* charged Mr. Murphy with seeking to make a speculation out of the Government by buying real estate and selling it to the Treasury Department for warehouse purposes at an extravagant advance of price. THE TIMES investigated the matter, and ascertained that Murphy had nothing to do with the property in question. It also ascertained that certain warehouse property in Greenwich-street is rented of Dr. Ayer, one of the heaviest stock-holders in the *Tribune* establishment, and for $66,000 per year, a sum much larger than the property would bring from private individuals. The malice of the *Tribune* is there explained. It is to the interest of its proprietors to raise a hue and cry against all attempts on the part of Government officers to obtain property for Government. From all such reform journals the country has need to seek deliverance.

MONUMENT TO COMMODORE M. C. PERRY.

A fine monument to Commodore Perry has recently been placed over his remains in Island Cemetery, in Newport, R. I. It is made of the best Italian marble on a granite base, and is eight feet high, seven feet long, and four feet wide. Wreaths surround the top, composed of oak leaves and olive branches. The family crest of a doe's head adorns the front, while on the face is the inscription: "Erected by his widow to the memory of Matthew Calbraith Perry, Commodore in the United States Navy. Born April 10, 1794; died March 4, 1853."

UNIVERSITIES FOR FEMALES.

Whether the splendid plan of enlarging Wells College for Ladies into a female university is just now in the stage of execution or of conception or of mere rumor it deserves a word to-day before its possible discussion in some future issue.

The situation of the present institution at Aurora, on Cayuga Lake, offers surpassing advantages. It is in the middle of our State, and is readily reached by rail from everywhere. The Summer and the Winter are both tempered by the waters of this lake region; the Winter never dropping the mercury more than ten below, and never freezing the lake for miles around Aurora. The atmosphere is remarkably dry, there having occurred hardly ten fogs in twenty years. The village, the surrounding country, the bright lake are among the most beautiful in that famously beautiful midland. The society presents rather more of wealth and culture than any other of its size in our country.

If the future university prove a true expansion of the sentiment and principles which produced and control Wells College, the people of our State will prize it as a crown-jewel, and those of other and distant States who are now sending their daughters, by twos and threes, to Aurora, will crowd the new halls. The department of fine arts, we learn, is to enjoy the direction of one of the most famous artists of our time, and classes in the art of observation (so unaccountably neglected in our schools and colleges, and so vital in its value,) will be conducted in the general spirit and methods (though not limited to the special sphere) of Prof. Agassiz in his Island Academy.

SPANISH TROUBLES.

ARMS FOR THE CARLISTS—SCENES IN THE INSURGENT CAMP.

Writing from St. Jean de Luz, on July 30, a correspondent of the *Daily Telegraph* says: "Before undertaking my proposed excursion into Spain I have had to halt at this side to secure the necessary passes. Those were obtained without difficulty from the Carlist Junta in France, the members of which profess that they desire nothing so much as the representatives of respectable foreign journals, so that the truth about this struggle should be known to the rest of Europe. At all times it requires a good constitution to travel in Spain, but at this particular epoch it requires an exceptionally good constitution. The idea of reposing myself and recruiting my constitution before going over the border was a very natural one, and quite as natural that of choosing a pleasant spot for the purpose. St. Jean de Luz is all that, and more. The petit Paris it was called in a vaunting quatrain by some local minstrel of yore, but I am happy to be able to comfort jealous Brussels with the assurance that it is nothing of the kind, but something infinitely better—an old-fashioned, picturesque, drowsy, world-forgotten nook. To be sure, it is dirty; but is there not a deal of the picturesque in dirt? There are bad smells occasionally; but is there not the breath of the winds coming freshly, now from the Bay of Biscay, now from the Pyrenees, to carry them away? And what music there is in the boom of the surf as it pulses regularly on the velvet sands of that semicircular inlet below, where dogs frisk and bare-legged youngsters gambol in the sunshine. At all hours there come to the beach poor exiles of Spain, who turn their gaze sadly to the line where sky meets ocean. What are their thoughts of—of country, home, and friends, or of the delights of the casino, and the bull-ring? Or, peradventure, they are looking for the Spanish fleet, but they cannot see it for a reason as old as the *Critic*. It is not in sight. They came down to the beach in numbers at 9 o'clock on Monday morning, when a strange black funnel was seen turning the point, and a long, low, narrow Red-Roverish three-masted yacht steamed into Socoa, the roadstead of St. Jean de Luz. If the exiles were correctly informed that was the Spanish fleet in a sense—the notorious Carlist privateer, the San Margarita, which recently landed arms and ammunition for the Royalists at Ea and Loqueitio. She had been doing a bit of business of the same nature that morning. In the gray dawn she had dropped into the embouchure of the Bidassoa at a few hundred yards from the town of Fontarabia. The work was well and quickly done. Boats requisitioned by friends on land put off to her and came back laden with bales of merchandise. These innocent bales were simply packages of breech-loaders, with bayonets to boot, wrapped in sail-cloth. As soon as they were received on shore they were distributed to some thousands of Carlists in waiting, who at once proceeded to fix the bayonets to the rifles, fall into ranks, and with shouts of joy marched off in good order. More will be heard of them anon, as they say in the story-books. Meanwhile, the 'volunteers of liberty,' as the Basque Republicans call themselves, what were they doing? Having carefully ensconced their valorous persons out of range in a sort of castle beside the church of Fontarabia's 'wooded height.' They amused themselves in blazing away at the rising sun. But they did not venture to stir out, for they knew a large body of armed Royalists were watching their movements from the summit of Cape Figuier, and only awaited the provoke to pounce down upon them and swallow them up. A detachment of Frenchmen from the frontier town of Hendaye quietly took up ground on the strand to see that there was no breach of neutrality, and had an excellent view of the whole operation. As soon as the San Margarita had done her work she quietly steamed to Socoa, the Carlists on the hills waved adieu and disappeared, the French soldiers trudged back to their quarters, and the Fontarabian 'volunteers of liberty'—well, probably they swore terribly and effected a masterly retrograde movement on the nearest posada.

I saw the San Margarita steaming in, and that little bird, who is the Providence of special correspondents, whispered me what her mission had been. I felt that I ought to visit her, and went in search of a boat. Not one could be had in St. Jean de Luz for love or money; the passage from the sea into the harbor is narrow, and the fishermen of the locality, albeit hardy navigators, are timid of facing the current when the sea is rough. I walked by a goat-path on the eminences leading to the other side of the harbor, so as to avoid the bar, and succeeded in chartering a canoe at Socoa. A quarter of an hour's pull brought us alongside the yacht, and, on sending up my card, I was at once invited on board by the owner. To my surprise I discovered that the entire crew was British—as jolly a set of daredevils as ever cut out a vessel from under the enemy's guns. I do not know whether I am at liberty to say who the owner is, but he is well known in London, and bears an extraordinary resemblance to the portrait of Prince Charlie—that Charlie who was the darling, the young chevalier of Highland song. He told me that he had been chased a few days before by El Aspirante, a Spanish gun-boat, which gave them eight shots. One caught them on the port quarter and shivered some timbers, but effected no more. 'Shiver my timbers,' said the mate, 'but I wish we had an Armstrong 24-pounder, and we'd have saved them ere Dons the price of a coffin.' From what I saw of the crew I think they would; some of them, I should add, served with one Capt. Semmes, on a certain craft called the Alabama. I got a lot of information on board the San Margarita, and have already telegraphed all that I could honorably divulge. I was asked to take a cruise, but I declined, as I am subject to sea sickness. She left Socoa last night to seek another cargo of arms, the last from that floating arsenal in the Bay of Biscay from which she draws her supplies, and may have had another shot from El Aspirante before this reaches you."

PRESS NOTES.

The Detroit *Tribune & Advertiser*, which lately lost most of its files by the burning of its printing-office, has found many friends who have supplied in part the deficiency. One gentleman has presented to it bound volumes of the issues from 1836 to 1843, all complete and in excellent condition.

The Titusville (Penn.) *Courier*, a Democratic journal, has been reduced in size, taking a column from each page, but it claims that the amount of matter it will publish will be nearly the same, a smaller-sized type being used. The type is new throughout, and the paper presents a very creditable appearance.

There are seven newspapers published in the United States which are over 100 years old. They are the Portsmouth (N. H.) *Gazette*, Newport, (R. I.) *Mercury*, New-London (Conn.) *Gazette*, Hartford (Conn.) *Courant*, New-Haven (Conn.) *Journal*, Salem (Mass.) *Gazette*, Worcester (Mass.) *Spy*.

It is now said that the manuscript destroyed by the burning of Dr. Leonard Woods' library, at Brunswick, Me., was not the Hakluyt manuscript, which he was preparing for publication for the Maine Historical Library, but the biography and writings of his father, which, it has been known, he has been for several years preparing for publication. The Hakluyt manuscript had already been stereotyped, and there are several printed copies. One Dr. Woods had, and Charles Dean, Secretary of the Massachusetts Historical Society, is making annotations upon another at his residence in Cambridge.

Messrs. A. S. Barnes & Co., of this City, have issued the prospectus of the *International Review*, which is intended to be issued quarterly, beginning in January next. The publishers announce that its chief object will be the treatment of the prominent questions of the day in a broad and liberal spirit, uncontrolled by the prejudices of party or sect; and that, while the best writers of the world are secured, the aim will be not merely to address scholars and divines, but to furnish guidance and information in attractive forms to practical business and professional men. They also promise that, "while fearless and progressive, aiming to lead the times by advancing every healthful reform, it shall never assail the divine authority of the Scriptures, or the supremacy of our Constitution over a united Republic." Among the writers announced as already secured are Chas. Francis Adams, Joseph Henry, Theodore D. Woolsey, Theodore W. Dwight, Andrew P. Peabody, Noah Porter, Mark Hopkins, Howard Crosby, J. A. Froude, Thomas Hughes, Arthur Penrhyn Stanley, Max Muller, and Edmond Laboulaye. The subscription price will be $5 per year.

COPYRIGHT IN TURKEY.

Turkey now has a copyright law, by the provisions of which an author is to enjoy the copyright of any work he may publish for forty years, to begin from the issue of the first edition; and he can, by a notice appended to his work, reserve the right of translation during the whole of the time specified. In case of the death of the author before the expiration of this term, the copyright of his work descends to his heirs. The proprietor of a book, as well as his heirs, is entitled to sell a part or the whole of the privilege, and in case of the death of the buyer before the expiration of forty years, the heirs of the latter are considered as the part or whole proprietors of the book. With the exception of the duration of the privilege, which is fixed at twenty years, this provision of the law is also applied to the translation of books.

THE WEST ALBANY MURDER.

IDENTIFICATION OF THE VICTIM—ARREST OF HIS WIFE IN BROOKLYN.

The Brooklyn Police arrested at 4 o'clock yesterday afternoon a woman known as Mrs. Weston, wife of the murdered man whose body was found in a ravine in West Albany, a few days since. On Friday last Inspector Folk, acting Chief of the Brooklyn Police, received a dispatch from Chief Malloy, of Albany, informing him that the business-card of a barber named Grunnewald, on Atlantic-avenue, had been found in one of the pockets of the murdered man. Detective Folk was detailed to work up the matter, and on questioning the barber was told by the latter that he remembered shaving a man answering to the description of the murdered man about ten days before. The detective prosecuted the inquiry and the information which he obtained led to the arrest in Brooklyn, yesterday afternoon, of Mrs. Weston, the supposed wife of the victim. She was immediately taken to Police Head-quarters in custody of Detectives Folk and Corwin, and committed to the First Precinct Station-house in Washington-street. Her trunks were ransacked, and a large bundle of articles found therein was submitted to the inspection of Messrs. Folk and Jourdan. The evidence against her is strictly withheld. The Brooklyn Police officials kept the fact of the arrest a profound secret, pretending that their prisoner was guilty only of petty larceny. It has transpired that about a week since a German named Emil, an employe of the barber before mentioned, left the shop suddenly, telling his wife previously that he had received $50 to "put a man away." This man Emil has not been captured. On securing Mrs. Weston, the Brooklyn Police notified their Albany brethren of the capture. It is said that the latter had beforehand advised the former that the name of the murdered man was supposed to be Weston.

THE WEATHER.

SYNOPSIS AND PROBABILITIES.

WASHINGTON, Aug. 15—1 A. M.—The barometer has fallen in New-England, with north-easterly winds, cloudy weather, and heavy rains.

Low barometer, north westerly winds, low temperature, and cloudy and clearing weather in the Middle States and lower lake region.

North-westerly to south-westerly winds, and partly cloudy weather in the Gulf and Atlantic States.

Low barometer, north-easterly and south-easterly winds, cloudy weather, and occasional rain in the North-west.

From Tennessee to Ohio and Illinois, northerly and north-easterly winds, clear, cool weather, light variable winds, and generally clear weather on the upper lakes.

PROBABILITIES.

For the north-west and upper-lake region, and thence to Missouri and the lower Ohio Valley, high temperature, north-easterly and south-easterly winds, shifting to northerly, with cloudy weather and occasional rain.

For the Gulf and South Atlantic States, north-westerly to south-westerly winds and generally clear weather, with exceptional light rain on the Gulf coast.

For the lower lakes and thence to the upper Ohio Valley, southerly and south-easterly winds, warmer and generally clear weather.

For the Middle States northerly and north-westerly winds, low temperature, clearing, and clear weather.

For New-England falling barometer, north-easterly and easterly winds, cloudy weather, and rain, clearing in the afternoon.

Reports are missing from the South-west, Florida, and the far North-west.

IN THIS CITY.

The following record will show the changes in the temperature yesterday, with the average for the same, as indicated by the thermometer at Dickinson's drug-store, No. 3 Park-row: 3 A. M., 65°; 6 A. M., 64°; 9 A. M., 66°; 12 M., 68½°; 3 P. M., 68°; 6 P. M., 67°; 9 P. M., 66°; 12 P. M., 65½°. Average temperature yesterday, 66°.

CITY ROWDYISM.

To the Editor of the New-York Times:

On Friday night (8th inst.) I left the Sturtevant House at 11:15 o'clock. The night was particularly balmy, and I literally sauntered down Broadway toward my lodgings. At "Gillett's Corner" I saw two policemen, the first I had seen so far in my walk, leaning against the iron railing, enjoying a pleasant chit chat with two, evidently, boon companions. I passed on down to Union-square, and, according to my custom, went pursuing my way through the centre walks. The Square was quite populous with people, every bench had at least two or more occupants, generally working people, who sat silent or dozed, enjoying the delicious atmosphere. This calm was suddenly broken in upon by some eight or nine young ruffians, one, armed with a long, narrow piece of plank, which he flourished about like a club. Without, in the slightest degree, suspecting their purpose, for it was almost as light as mid-day, I saw the man with the club, stoop in front of one of the persons sleeping on a bench, insert the club carefully under his knees, and then, with the assistance of a confederate, hurl the poor victim into the centre of the walk; and this was done in the midst of a crowd of passers-by, who seemed perfectly bewildered or intimidated by the ruffians' conduct. The next thing was for these men to stand in front of a bench full of persons, and then suddenly push over one or more of their gang upon the persons on the bench, knocking some on the ground. Again I noticed that the intrusion was accepted without the least protestation from the aggrieved parties, they evidently thinking discretion was the better part of valor. This kind of rowdyism was kept up through the heart of the square, from below the fountain, until near Broadway. In the meantime I think I was observed as condemning their acts, for the ruffians suddenly surrounded me. A club was defiantly flourished over my head. I showed no surprise, but looked the men in the face, and with a loud laugh they turned from me. On seeing a bench on which four persons were sitting, they stole up behind it, and by a violent jerk threw the bench and its occupiers over backward. The men came to the ground with great force. Two of them, as long as they were in my sight, remained helpless on the ground, as if seriously injured. Now this work went on actively in the bright moonlight, and in the presence of numbers of people occupying the surrounding benches and walks. Outraged at the sight, I passed out of the square on the Fourth-avenue side, opposite Sixteenth-street, and hunted after a policeman. Finding none, I crossed the square to Broadway, then walked down to Fourteenth-street, and down to Tenth-street in Broadway, and in my search never saw a policeman on duty, nor saw any from Sturtevant House to Tenth-street, except the two alluded to as standing at "Gillett's corner." This experience seems almost incredible. The idea that eight or nine half-grown young men could with impunity on a bright moonlight night enact such an outrage, is certainly an alarming indication of the want of protection from our paid police. P. B. T.

THE ART OF HANGING.

As long as capital punishment is the law of the land and hanging the mode of accomplishing it, there is satisfaction in the thought that men are to be found who, regarding it as a scientific process, or an art, if you will, are ready with advice to make it perfect. An English clergyman, Rev. S. Haughton, who is also a Fellow of the Royal Society, has been publishing a work on the "Principles of Animal Mechanics," in which he does not disdain to devote a portion of the space to this subject. He says that the method in use is unworthy of the present state of science, and the long drop, which causes instantaneous death by the fracture of the vertebræ, is recommended, the length of the drop to be obtained by the following rule: Divide 2,240 by the weight of the "patient" in pounds, and the quotient will be the required length in feet. This rule is simply obtained by supposing (as was found to be actually the case in one instance) that 2,240 foot-pounds of shock is sufficient to cause fracture in any case, no allowance being made for differences of age, weight or sex; thus, by this rule, the lighter the criminal or "patient" the longer must be his drop, and the longer the time of his agony in the air. Besides an immense number of measurements, of dissections and experiments on the bodies of animals, in order to obtain data for his calculations, Dr. Haughton has made experiments on the living subject, sometimes of a somewhat amusing character. But the above is the practical result at which he has arrived, and we would suggest that there is ample means in this country for testing its value.

AN ABSENT-MINDED MERCHANT.

The Boston *Traveller* says that on Tuesday morning, a well-known Washington-street merchant went to the Post-office with a bundle of eight or ten letters for the mail, all the letters being unstamped. At the Post-office door he stopped to talk a moment with a friend; then, without going to the letter-box, he commenced to open the letters he had in his hand, and walked away from the office, until the spontaneous exclamation came, "Confound it, these are my own letters!" Then he walked back to the office, and, still absent-minded, put the unstamped letters in the box together with those of which he had broken the seal.

THE PRESIDENT IN MAINE—AN EVENING AT MR. BLAINE'S.

Special Dispatch to the New-York Times.

AUGUSTA, Me., Aug. 14.—The President to-day drove over to Gardner and made a brief call upon Major Gardner at the old Gardner mansion, one of the historic places of this locality, dined at Senator Morrill's residence in company with Senator Cameron, Senator Hamlin and wife, Congressman Hale, Gov. Perham, and Judge Goddard, of Portland, and this evening was the central figure of a brilliant party at the Speaker's residence. This affair will go down in the local history as one of the grandest of its kind in Maine. The company was very largely composed of residents of the city and the immediate neighborhood, although there were many from distant places. There were Congressmen Hale and Burleigh; Nelson Dingley, the present Republican candidate for Governor; E. P. Kimball, the long-standing Democratic Gubernatorial candidate, and others of like political faith, showing that the Speaker, when he sent out his invitations, ignored party lines and politics generally. Mr. and Mrs. Blaine received with the President and Miss Nellie. The house was enlarged by a temporary addition built out from one side, and a good space for dancing afforded. This was gayly festooned with flags and decorated with flowers. The party ended at a wholesome hour.

To-morrow forenoon the President, with a large party, will take a special train for Rockland, where the revenue-cutter will take them to Mount Desert and Bangor. The trip to the White Mountains may be preceded by a brief visit to the Isles of Shoals by invitation of Gov. Straw, of New-Hampshire.

AN ANECDOTE OF THE COMMUNE.

The *Pall Mall Gazette* says: "Amid a great deal of what reads much like padding in Cluseret's continuation of his story of the Commune in the current number of the *Fortnightly Review*, we have to thank him for more than one good story, thoroughly illustrative of the sort of adventurer that came to the surface during the boiling of the very unsavory pot in which the dregs of all nations seem to have been mixed. Cluseret speaks very highly of the Pole Dombrowski as compared with the other military men with whom he had to deal, for some of whom, as Eudes and Bergeret, no words are thought too severe. Yet of this very Dombrowski and his exploits on the western side of Paris he writes that he had received from him the following dispatch, accompanied by a superb ham: 'After a bloody battle we have recaptured our positions. Our troops carried forward on our right wing, seized a provision magazine belonging to the enemy, in which we found sixty wine casks, containing hams, cheese, and bacon.' This was pleasant hearing, no doubt; but some days after Cluseret says he received a bill for the hams from a grocer at Neuilly. Dombrowski had taken them from his own stores, not those of the enemy. Perhaps the most surprising part of the story is the close, where the narrator declares that he not only said nothing, but paid the bill, lest Dombrowski's prestige should be injured."

MAKING THINGS LIVELY.

The Philadelphia *Dispatch* publishes the following story at the expense of Reading, which the paper of that city denies with true local dignity:

"Some years ago, says Max Adler, in writing to a paper, a new fire company was organized at Reading, and the members one evening thought they would have a little innocent fun at the expense of Hopkins, their foreman. They decided to rush around with the engine to Hopkins' house after dark, to throw up their ladders, pull out their hose, climb on his roof, and scare him with the belief that his dwelling was on fire. But that very day Hopkins moved out of the house, and a Presbyterian clergyman moved in, without the company being aware of the change. So about 8 o'clock the humorists dashed out, and went through all the movements—getting on the roof and splashing water around and creating a terrific disturbance generally. A rival company, noticing what was going on, also hurried to the scene, and, not understanding the joke, attached their hose to the plug, smashed in the front windows, and began to empty a two-inch stream on the family of that Presbyterian clergyman. They squirted into all the rooms, split up the window-shutters with an ax, broke down the front door, ran out the furniture, tore off the shingles, and bawled through the trumpets until the hired girl had convulsions on the kitchen stairs. The first company tried to explain, but the new-comers thought an effort was being made to get them out of the way, and a fight ensued, and presently firemen were sliding off the roof, and pelting down the chimneys, and bleeding over the entry carpet, and having boisterous encounters with spanners and brass horns on the stairs. And the next morning that Presbyterian divine and his family moved out. They said the place seemed to be too animated and sensational for a quiet, domestic circle. They wanted a house where there was more calmness and peace; where they could have more security for their privacy and pianos, and for their front door and shingles and peace of mind and window-sashes.

A MIRACULOUS ESCAPE.

At 2 o'clock yesterday afternoon a laborer named Philip Fannerbeck descended to the bottom of a well thirty feet deep, in the brewery of Oberung & Libernier, corner of Bremen-street and Boerum-place, Williamsburg. After working for half an hour, the earth above suddenly gave way, completely filling up the well. A few employes of the brewery who heard the noise made by the falling of the earth, hastened to the spot, and set to work to rescue their buried comrade, although believing that he was already suffocated. In a few minutes they heard him calling to them through an iron tube communicating with the bottom of the well. He said in a feeble voice that he had crawled into a cavity at the side when the earth fell, but his voice suddenly ceased, and they concluded that he had lived only to tell of his effort to escape. At 1 o'clock this morning he was extricated alive, although scarcely sensible, having been in the well over eleven hours.

SULTAN AND KHEDIVE.

A correspondent of the *Politik*, of Prague, says that the Sultan and the Khédive are growing more and more intimate, and that if the idea of gaining over Persia and Atalik Ghazee to join Turkey and Egypt in a combined Mohammedan policy were realized, such a politico-religious coalition might prove very formidable to any European power whose interests are connected with the East. The Turkish and Egyptian armies together already form an imposing force. The Turkish fleet is already, as regards the number of iron-clads it contains, the third in Europe; it has five iron-clad frigates armed with 300-pounders; seven ironclad corvettes, most of them armed with 200-pounders; two monitors, and four iron-clad gun-boats. An American Admiral expressed great admiration to the Sultan, the other day, at the solidity, the excellent equipment, and the organization of this fleet, which is constantly on the increase.

THE HOLY PLACES.

The *Levant Herald* mentions that the special commissions who have been investigating on the spot the matters in dispute relative to the holy places at Bethlehem have agreed upon the following bases of arrangement. 1. The superiors and other inmates of both the Greek and Latin monasteries in Bethlehem, being regarded as equally blameable for the late disturbances, shall be replaced. 2. The tapestries between the Holy Cradle and the South Gate, the form and inscriptions of which are contested between the Greeks and the Catholics, (Latins,) shall be manufactured by the latter and placed on the walls by the Ottoman Government. 3. The niche or cupboard in the Grotto of the Nativity, which was in dispute between the Armenians and the Latins, shall belong to the Latins. 4. The Latin altar, demolished during the riots, shall be rebuilt at the expense of the Ottoman Government. The Church of the Columns shall, as heretofore, belong to the Greeks; the Latins will have the right of passing through it, but may not sing litanies in it. The tapestries destroyed during the disturbances of April last shall be provisionally replaced by satin hangings until the Porte has come to a definitive decision upon the subject.

MISSISSIPPI CONSERVATIVE DEMOCRATS.

JACKSON, Miss., Aug. 14.—The State Executive Committee of Conservative Democrats of Mississippi met in this city to-day, and called a convention of all parties opposed to Radicalism, at Meridian Sept. 17, to nominate a State ticket, or take such other action as may be deemed best.

A NEW REEF.

The brig Daisey arrived at Halifax, N. S., from Inagua, via Fortune Island, yesterday, in a disabled condition, having struck on an unknown reef off Castle Island light-house, on the 24th ult. Where the vessel struck is two-thirds of a mile north-east of the light. This year the chart gave twenty fathoms of water.

FRENCH FUNERALS.

Another civil interment of a rather remarkable character is reported in the Radical papers of Paris. The deceased, named Nichols, was a doctor who had formerly been a priest. The coffin was preceded by a sack containing three skeletons which, according to the will of the defunct, were buried with him.

The construction of the Portland and Ogdensburg Railroad, (Vermont division,) the first mortgage gold bonds of which are selling by Messrs. Fairbanks & Co., secures and completes two important routes of shorter through rail connection—one to Boston and the other to Portland, making for either city the cheapest route between the great lakes and the sea-board. A local commerce of growing importance adds to the revenues of this wisely-planned railway. The butter and cheese of the Lamoille Valley are already coming to St. Johnsbury by the car-load, and trains laden with granite arrive from Hardwick. Moreover, we note that every year the lumbering operations of that region are increasing in magnitude. It is estimated that the supply of timber is equal to the demand for forty to fifty years' consumption, notwithstanding that logs by the million are sawed in the great saw-mills of the region, the lumber produced being carried in every direction by rail.—*Stockholder, July 29.*

Herring's Safes

IN THE LARGE FIRES AT COBLESKILL AND WAPPINGER'S FALLS, N. Y.

COBLESKILL, N. Y., Aug. 13, 1873.

Messrs. Herrings & Farrel, Nos. 251 and 252 Broadway, New-York:

GENTLEMEN: My store, together with numerous other buildings, was entirely burned on the 11th inst. My books, papers, and all my insurance policies were locked up in one of Herring's Patent Champion Safes. My large stock of drugs, oils, &c., made an intensely hot fire, in the very midst of which was my safe. It lay surrounded by these burning materials for over ten hours, and when taken out was at a white heat. Upon opening it the contents were found in good order and everything all right. I am now thoroughly convinced the Safes made by you are perfectly fire-proof, and in the future shall use no other. Yours, &c.

JONAS DILLENBACK.

WAPPINGER'S FALLS, N. Y., Aug. 9, 1873.

Messrs. Herrings & Farrell.

GENTLEMEN: Our foundry was burned on the 21st ult., commencing at 11 o'clock and continuing till all was consumed. The safe of "your manufacture," which passed through the thickest of the fire, was hauled out when it was redhot all round, and allowed to cool until morning, when it was opened, and its contents, including books and our private papers, were found secure, the books being steamed a little on the backs, but the inside as legible as ever, and we consider this very fortunate, after the safe having been in the thickest of the fire for hours.

Yours, respectfully,

DISBROW & HALLIWELL.

HUNDREDS OF HERRING'S SAFES PRESERVED THEIR CONTENTS IN THE GREAT FIRES OF BOSTON, CHICAGO, AND PORTLAND.

HERRING'S PATENT CHAMPION FIRE AND BURGLAR-PROOF SAFES.

BEST SAFE IN THE WORLD.

Manufactured and sold by HERRINGS & FARRELL,

Nos. 251 and 252 Broadway, corner Murray-st., New-York; No. 807 Chestnut-st., Philadelphia; No. 46 State-st., Chicago; No. 60 Sudbury-st., Boston; No. 53 Camp-st., New-Orleans.

—*Advertisement.*

Not an Alcoholic Wash.

BURNETT'S MATCHLESS COCOAINE. A perfect hair-dressing.—*Advertisement.*

The dangerous wire spring trusses pierce the abdomen, causing death. The Elastic Truss, No. 683 Broadway, never slips. Worn comfortably till rupture is permanently cured.—*Advertisement.*

A NOTICE.—It will pay you well to go to R. H. MACY & Co.'s every day, Fourteenth-street and Sixth-avenue.—*Advertisement.*

THE SEMI-WEEKLY TIMES.

THE NEW-YORK SEMI-WEEKLY TIMES, published THIS MORNING, contains the very latest telegraphic and general news; editorials on matters of current interest; a page of carefully-prepared commercial matter, giving the latest financial news and market reports; items of agricultural and domestic interest, and other interesting reading matter.

THE SEMI-WEEKLY TIMES may be had at the counter of the Publication Office, in wrappers, ready for mailing. Price, FIVE CENTS.

Chittenango Mineral Waters

Cure rheumatism, dyspepsia, salt-rheum, gout, and all diseases of the skin, liver, and kidneys. Sold in quarts and pints by leading druggists. Depot, 8 College-place.

Wedding Cards, No. 104 Fulton-st.

WM. EVERDELL'S SONS. Established 1815. We have no branch offices.

Hair Dye! Hair Dye! Hair Dye! BATCHELOR's celebrated Hair Dye is the best in the world. The only true, safe, and perfect hair dye. No disappointment, no ridiculous tints. Harmless, reliable, instantaneous. Sold everywhere by druggists.

Ladies', Misses', Gents', and Boys' Boots and Shoes of all the various styles, at moderate prices, and the best place in New-York to obtain them is at MILLER & CO.'S, No. 3 Union-square.

Wedding Cards, No. 302 Broadway.

JAMES EVERDELL, Established 1840.

MARRIED.

NELSON—RULE.—On Wednesday evening, Aug. 13, at the residence of the bride's parents, by Rev. Mr. Ormeston, D. D., CHARLES EUGENE NELSON, M. D., to JULIA, second daughter of Wm. G. Rule, Esq.

DIED.

BAKER.—On Wednesday evening, Aug. 13, after a short illness, EDITH BAKER, aged 17 years.

Relatives and friends of the family are respectfully invited to attend the funeral from the residence of her uncle, George M. Downes, No. 18 Warren-place, (Charles-street,) Sunday, Aug. 17, inst., at 2 o'clock P. M.

BRASS.—Aug. 14, 1873, at Harlem, SARAH BRASS, relict of Thomas Brass, and surviving daughter of John Doughty, deceased, in her 83d year.

Notice of funeral hereafter.

HERRING.—On Thursday, Aug. 14, HARRIET HERRING, daughter of late Abraham Herring.

The relatives and friends of the family are respectfully invited to attend her funeral from her late residence, No. 31 East 28th-st., on Saturday morning at 10 o'clock.

HOW.—At South Oyster Bay, Thursday, Aug. 14, CELESTINE WELLS, infant daughter of John L. and Sarah B. How, of Brooklyn, N. Y., aged 8 months and 14 days.

Funeral at South Oyster Bay.

JOHNSON.—Fell asleep, Aug. 13, at his residence, Amenia, Union, N. Y., Rev. SAMUEL ROOSEVELT JOHNSON, D. D., Rector of St. Thomas' Church, Amenia, and Emeritus Professor in the General Theological Seminary.

Funeral services will be held at St. James' Church, Hyde Park, on Saturday, Aug. 16, at 2 o'clock P. M. A special car for friends will leave the Grand Central Depot, 42d-st., Hudson River Railroad, at 10:45 A. M.

MELINE.—At 3:30 A. M., 14th inst., at his residence, No. 106 Bergen-st., South Brooklyn, Col. JAMES F. MELINE.

Notice of funeral hereafter.

MOORE.—On Wednesday, Aug. 13, 1873, ORLANDO J. MOORE, in the 73d year of his age.

The relatives and friends of the family are invited to attend the funeral, from his late residence, No. 17 East 44th-st., on Monday, Aug. 18, at 12 M.

PIERSON.—On Wednesday, Aug. 13, 1873, Dr. C. M. PIERSON, No. 557 Orange-st., Roseville, Newark, N. J., aged 34 years.

Funeral services at Grove-street Congregational Church, East Orange, on Friday, Aug. 15, 1873, at 11 o'clock A. M. Relatives and friends are invited to attend. Train leaves Morris and Essex Railroad at Barclay-st., for East Orange, at 10:10 A. M. Interment at Caldwell.

PIRNIE.—On Thursday, Aug. 14, WILLIAM PIRNIE, in the 78th year of his age.

Funeral services will be held in the Church of the Holy Trinity, 125th-st. and 5th-av., on Saturday, the 16th inst., at 1 P. M. Relatives and friends are respectfully invited to attend.

☞Perthshire (Scotland) papers please copy.

ROCKWELL.—At Montclair, N. J., of cholera infantum, on Wednesday, Aug. 13, CLARENCE C., son of Wilbur F. and Frances M. Rockwell, aged 6 months and 3 days.

Funeral from their residence on Saturday, 16th inst., at 3:30 P. M.

RAND.—On Tuesday, Aug. 12, CLEMENTINA, wife of Aaron W. Rand, of Newark, N. J., and daughter of Henry E. Brown, of this City.

Relatives and friends are invited to attend the funeral services, at the residence of her father, No. 154 West 12th-st., on Friday, 15th inst., at 11 A. M.

RUTHERFORD.—On Wednesday, Aug. 13, KATE, widow of the late James D. Rutherford, in the 58th year of her age.

The relatives and friends are respectfully invited to attend the funeral from her late residence, No. 364 West 15th-st., on Friday, at 1 P. M.

REED.—On Thursday, Aug. 14, 1873, at his residence, No. 55 Christopher-st., New-York, MARTIN H. REED, Sr., in the 61st year of his age.

Notice of funeral hereafter.

TUCKER.—In Derry, N. H., Aug. 12, ELIZA, widow of Alanson Tucker, aged 83 years.

VAN BUSKIRK.—Suddenly, on Wednesday, Aug. 13, LIVINGSTON F., son of Catharine K. and the late William I. Van Buskirk, in the 31st year of his age.

Notice of the funeral hereafter.

WHITING.—On Wednesday, Aug. 13, 1873, Mrs. ELIZA WHITING, wife of Merson Whiting, aged 59 years, 10 months.

Funeral on Saturday at 3 P. M. at Plymouth Church. Relatives and friends are respectfully invited.

MISCELLANEOUS.

POST-OFFICE NOTICE.

The Mails for Europe, during the week ending Saturday, Aug. 16, 1873, will close at this office on Wednesday, at 7 A. M. and 12 M., on Thursday at 11:30 A. M., and on Saturday at 9 A. M. and 12 M.

THOS. L. JAMES, Postmaster.

R. STUART WILLIS, ATTORNEY AND Counsellor at Law, Notary Public, No. 182 Broadway, Room No. 4, New-York.

NEW PUBLICATIONS.

BOOK ON STRICTURE, FISTULA, AND Thirty Diseases of the Pelvic Viscera. By HENRY A. DANIELS, M. D., No. 144 Lexington-av. Mailed for 25c.

POLITICAL.

A MEETING OF THE UNION REPUBLICAN SOCIAL CLUB of the Fifteenth Assembly District will be held THIS EVENING at 8 o'clock, in Turn Hall, West 36th-st., between 8th and 9th avs.

GEORGE HETTRICK, President.

WILLIAM PETERSEN, Secretary.

THE REAL ESTATE MARKET.

NEW-YORK.

Thursday, Aug. 14.

Bank-st., s. s., 85 ft. e. of Washington-st., 17.10 x90x17.10, two-third part	5,000
Eldridge-st., No. 48, e. s., 125 ft. s. of Hester-st., 26.2x87	20,500
50th-st., n. s., 88 ft. e. of 2d-av., 16.4x100.5	12,500
53d-st., s. s., 302.1 ft. e. of 2d-av., 23.4x100.5	21,000
Same property	21,000
57th-st., n. s., 66.8 ft. e. of 11th-av., 16.8x100.5.	11,500
86th-st., n. s., 175 ft. w. of Avenue B, 25x139.8.	9,500
120th-st., s. s., 275 ft. e. of 2d-av., 50x100.10	10,525
9th-av., e. s., 25.1 ft. n. of 40th-st., 24.6x72	25,500
9th-av., e. s., 47.9 ft. n. of 40th-st., 24.6x72	25,500

LEASES RECORDED.

Cherry-st., Nos. 204½, 206, and 208; and Pike-st., Nos. 70, 72, and 74, 5 years, per year	$4,800
3d-av., No. 2,349, 2 years, per year	1,000
8th-av., No. 630, 3 years, per year	3,000

CITY REAL ESTATE.

ONE OF THE HANDSOMEST BUILDING lots in the City of New-York for sale—Suitable for an elegant private residence or for the erection of French flats, situate on the north-east corner of 5th-av. and 49th-st., about the highest point on the hill, commanding an extensive view of the avenue to the south, and in the vicinity of some of the finest improvements in the City, including churches and residences. The lot is 33⅓ feet front, by 100 feet in depth, with an L adjoining, 25 by 100.5 feet. For price and further particulars apply to E. H. LUDLOW & CO., No. 3 Pine-st.

WE ARE OFFERING FOR THE WINTER some most desirable furnished houses for private families; also, some very desirable ones both furnished and unfurnished, for sale at reduced rates. See special list. E. H. LUDLOW & CO., No. 3 Pine-st.; Branch office, No. 35 East 17th-st.

LENOX HILL.—FOR SALE, ON 5TH-AV., LENOX Hill—a fine plot of four lots on 5th-av., with two in the rear. This property is elegantly located, and is suitable for the erection of a palatial residence. E. H. LUDLOW & CO., No. 3 Pine-st.

LOTS FOR SALE OR LEASE, FOR FACTORIES.—620 lots with bulk-head water-front; prices low; terms easy. Apply to S. B. SCHIEFFELIN, No. 170 William-st.

COUNTRY REAL ESTATE.

SUBURBAN RESIDENCES.

HUGUENOT PARK, WESTCHESTER COUNTY, EIGHTEEN MILES from CITY HALL, and five minutes' walk from New-Rochelle or Pelhamville Depots, OVERLOOKING THE SOUND on the east, and the Palisades on the west. Land THOROUGHLY DRAINED, ROADS MACADAMIZED, SIDEWALKS BORDERED with TREES, beautiful lake, and pleasure-grounds, surrounded with fine country-seats. PLOTS TO SUIT PURCHASERS will be disposed of on easy terms and at moderate prices to those desirous to erect houses for their own families. Further information can be had by applying to Dr. P. MOULTON or Hon. G. J. PENFIELD, New-Rochelle; R. D. LEFEVRE, No. 197 Fulton-st.; Major W. R. BERGHOLZ, Engineer, No. 20 Nassau-st., or to J. F. HARRISON, Secretary and Treasurer, No. 132 Nassau-st.

ORANGE, N. J.—COUNTRY HOUSES, LANDS, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

CHOICE LOTS—FORTY MINUTES ON NEW-Jersey Central Railroad; price low; terms easy; would make arrangements with man of means to build several cottages. JAQUES, No. 208 Broadway.

JERSEY CITY PROPERTY—VALUABLE LOTS and pieces of ground for sale in Jersey City. Apply to A. & L. NEILSON, No. 70 Broadway.

STORES, &C., TO LET.

OFFICES TO LET IN TIMES BUILDING.

SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.
Apply at TIMES COUNTING-ROOM.

TO LET—A LARGE STORE, OR WILL MAKE TWO small ones; a first-class place for furnishing goods, or any business; rent low to a good tenant. No. 391 4th-av., between 27th and 28th sts.

DWELLINGS TO LET.

TWO FLATS—SIX LARGE AIRY ROOMS EACH; closets, water in kitchens, gas-pipes throughout, in the new three-story building, Atlantic-st., Jersey City Heights. Fine views New-York City and bay. Rent, $20 per month. Jersey City Ferry horse-cars at the door; four minutes' walk to Bergen-avenue Station, Newark and New-York Railroad; seventeen minutes to foot Liberty-st; fifty-eight trains daily. Apply to J. H. WINSER, No. 110 Grand-st.

AT TARRYTOWN, ON THE RIVER BANK, a short distance north of the depot, to let, a brick house, furnished complete; twelve rooms; two acres, in lawn and garden. Rent per year, $1,200. S. EMBERSON, No. 659 6th-av.

AT TARRYTOWN.—A CHOICE PLACE TO let; immediate possession; a new French slate roof house; all modern improvements; furniture all new; nice grounds, stables, &c.; river view. Rent, $1,800 per year. S. EMBERSON, No. 659 6th-av.

AT TARRYTOWN.—ON BROADWAY—TO LET, immediate possession, a cottage, eight rooms; nice grounds; river view. Rent $600 per year. S. EMBERSON, No. 659 6th-av., near 38th-st.

A COMPLETELY-FURNISHED HOUSE TO let near 5th-av. Excellent location; very desirable for a private family. OGDEN & CLARK, Broadway, corner of 17th-st.

TO LET—FOUR-STORY BROWN-STONE DWELLING-house, No. 15 West 24th-st., near Fifth-avenue Hotel, has just been put in perfect order. W. H. ANTHON, No. 16 Exchange-place.

REAL ESTATE WANTED.

$16,500 IN GOOD CITY MORTGAGE &c., for the equity in a well-located and rented residence in this City. M. T. WOOLEY, No. 5½ Pine-st., 10 to 2.

SAVINGS BANKS.

UNION DIME SAVINGS BANK,
Nos. 396 and 398 CANAL-ST., corner Laight.
Open daily from 10 to 3, and Monday Evenings 5 to 7.
Assets—Eleven Million Dollars.
Surplus—Seven Hundred and Fifty Thousand Dollars.
SIX PER CENT. INTEREST ALLOWED.
Bank books in English, French, and German.
G. S. CHAPIN, Treasurer. N. J. HAINES, President.
T. S. ARMOUR, Secretary.

IRVING SAVINGS INSTITUTION
NO. 96 WARREN-ST., NEW-YORK.
SIX PER CENT. INTEREST allowed on all sums.
Interest commences from 1st of January, April, July and October.
Bank open daily from 10 A. M. to 3 P. M.
WALTER W. CONCKLIN, President.
VANDERBILT L. BUXTON, Secretary.

DEPOSIT TO-DAY.
THE FREEDMAN'S SAVINGS AND TRUST COMPANY,
Chartered by the United States.
No. 185 Bleecker-st., New-York.
ASSETS..........OVER $4,000,000.
J. W. ALVORD, President.
G. W. STICKNEY, Actuary.
A. M. SPERRY, General Inspector.
SAM L. HARRIS, Manager.
☞ Send for circular. JOHN J. ZUILLE, Cashier.

DIVIDENDS.

ADAMS EXPRESS COMPANY,
NO. 59 BROADWAY.

TREASURER'S OFFICE, J. C. BABCOCK, TREASURER, New-York, Aug. 13, 1873.

The Board of Managers of this Company have declared a Dividend of Two Dollars per share, payable on and after Sept. 1 proximo, to stockholders of record at the closing of the transfer-books.

The transfer-books will be closed from 2 P. M., Aug. 18, to the morning of Sept. 2.
J. C. BABCOCK, Treasurer.

Exchange Fire Ins. Co., 172 Broadway, Cor. Maiden Lane, N. Y.

A SEMI-ANNUAL DIVIDEND of Five (5) per Cent. has this day been declared, payable on demand.
GEO. W. MONTGOMERY, Secretary.
New-York, Aug. 14, 1873.

OFFICE OF THE NEW-YORK FIRE INSURANCE COMPANY, New-York, Aug. 5, 1873.

69TH DIVIDEND.

A SEMI-ANNUAL DIVIDEND OF TEN PER CENT. has this day been declared, payable on demand.
AUGUSTUS COLSON, Secretary.

CLEVELAND AND PITTSBURG RAILROAD COMPANY.

The Quarterly Dividend of this Company at the rate of Seven per Cent. per annum, on the new guaranteed stock, will be paid on and after Sept. 1 proximo, at the office of the Farmers' Loan and Trust Company, No. 26 Exchange-place, New-York.

The transfer-books will close on the 15th inst., and reopen on the 2d of September.

TWENTY-SIXTH DIVIDEND.

OFFICE OF THE GEBHARD FIRE INSURANCE COMPANY, No. 141 BROADWAY, NEW-YORK, July 31, 1873.

THE BOARD OF DIRECTORS HAVE THIS day declared a Dividend of FIVE PER CENT., payable on MONDAY, Aug. 4, 1873.
JOHN R. SMITH, Secretary.

CLEVELAND AND PITTSBURG RAILROAD COMPANY, OFFICE OF THE SECRETARY, CLEVELAND, July 24, 1873.

NOTICE IS HEREBY GIVEN, THAT THE Second Mortgage Bonds of this Company, which mature Sept. 1 proximo, will be paid on and after this date upon presentation at the office of the Farmers' Loan and Trust Company, in New-York, with adjustment of interest for unexpired time.
G. A. INGERSOLL, Secretary.

OFFICE OF THE STERLING FIRE INSURANCE COMPANY, No. 155 BROADWAY, NEW-YORK, Aug. 13, 1873.

THE BOARD OF DIRECTORS HAVE THIS day declared a Semi-annual Dividend of Five per cent., payable on and after MONDAY, Aug. 18, 1873.
J. K. VAN RENSSELAER, Secretary.

MARBLE MANTELS.

STEWART'S SLATE MANTELS, MARBLE AND Wood Mantels. Rich and elegant designs at the lowest prices. 220 and 222 West 23d-st., bet. 7th and 8th avs.

FINANCIAL.

TEXAS AND PACIFIC RAILWAY COMPANY,
CHARTERED BY THE UNITED STATES GOVERNMENT.

First Mortgage Six per Cent. Gold
COUPON AND REGISTERED
CONSTRUCTION BONDS
AUTHORIZED BY ACTS OF CONGRESS, with Sinking Fund,
AND FREE FROM GOVERNMENT, STATE, AND OTHER TAXES,
ISSUED ONLY ON COMPLETED ROAD,
At 90 per Cent.
AND INTEREST IN CURRENCY.

These Bonds are secured by a SINKING FUND and by a FIRST MORTGAGE, covering the Company's Line through to the PACIFIC OCEAN, with its equipment franchises, &c., including upward of 15,000,000 ACRES OF LAND donated by the Government of the United States to aid in the construction of the road.

J. EDGAR THOMSON and SAMUEL M. FELTON, } *Trustees of the Mortgage.*
THOMAS A. SCOTT, *President of Company.*

FIRST SERIES issued only as road is constructed on the Eastern Texas Division—504 miles of road.

209 Miles of Road in Operation.

From SHREVEPORT to DALLAS, and from MARSHALL to JEFFERSON.

Grading and bridging completed and ties delivered on 200 additional miles of road. Track now being laid at rate of ONE MILE PER DAY. Work commenced on California Division. First section, from San Diego East, under contract.

These Bonds are entitled to the benefit of a Sinking Fund, in addition to the fund to be derived from sale of lands, of an amount equal to ONE PER CENT. on all outstanding bonds, to be deposited with the TRUSTEES annually, and by them applied to the purchase and cancellation of bonds at par, as they shall be designated by lot, *at the option of the holders of the bonds so drawn*, and they are also receivable, at par and interest, in payment for any of the lands donated by the United States.

Government bonds and all other marketable securities will be received at current prices in exchange for these bonds, without expense to the investor.

Pamphlets, maps, and full information will be furnished on application to the following banking-houses:

H. G. STEBBINS & SON, New-York;
EDM'D D. RANDOLPH & CO., New-York;
B. K. JAMISON & Co., Philadelphia.

CITY OF ROCHESTER
7 PER CENT. BONDS,
ISSUED FOR CONSTRUCTION OF WATER-WORKS UNDER ACT OF LEGISLATURE.
PASSED APRIL 27, 1872.

Rochester possesses the elements of a prosperity unexcelled, if equalled, by any other city in this State. It is the centre of trade to a surrounding population of about 500,000, to whom the means of transportation are furnished by Railroads radiating from the city in eleven different directions.

Its indebtedness, excluding this loan, is less than $1,850,000, while it has Public Property amounting to about $2,350,000, and Private Real Estate valued at $70,000,000.

The bonds are issued in either Coupon or Registered form; the Registered being transferable at the office of the Union Trust Company of New-York, where both principal and interest is payable.

The expenditure of moneys derived from their sale is directed by the Mayor of the city and the Board of Commissioners.

PRICE PAR AND INTEREST. CIRCULARS UPON APPLICATION.

ROBINSON, CHASE & CO.
Bankers, No. 18 Broad-st.

NEW-YORK AND OSWEGO MIDLAND
FIRST MORTGAGE BONDS.
ON A COMPLETED ROAD.

TRACK CONNECTED BETWEEN NEW-YORK AND OSWEGO, AND THROUGH TRAINS WILL BE RUNNING IN A FEW DAYS.

The character of the road, and its unquestioned control of a large business in the immediate future, backed by the co-operation of wealthy capitalists, and experienced railroad men represented in its new direction, are a guarantee of the success of the Midland enterprise.

The earnings of the disconnected sections indicate a large and remunerative business on the completed road. Of the $8,000,000 First Mortgage Bonds, less than $500,000 remain unmarketed, and the loan may be closed out at any moment.

For the present we are offering this limited amount for sale, and recommend them as a

A FIRST-CLASS AND SAFE SECURITY.

GEORGE OPDYKE & CO.,
No. 25 NASSAU-ST.

TOLEDO, WABASH & WESTERN
RAILROAD COMPANY'S
7 Per Cent. Mortgage Bonds.
PRINCIPAL AND INTEREST PAYABLE IN GOLD COIN.

Principal Due 1893. Interest Coupons Payable 1st February and 1st August, in City of New-York.

WE NOW OFFER THESE BONDS FOR SALE AT NINETY AND ACCRUED INTEREST IN CURRENCY.

Winslow, Lanier & Co.,
NO. 27 PINE-ST.
Perkins, Livingston & Post,
NO. 31 NEW-ST.

VERMILYE & CO.
BANKERS,
16 and 18 Nassau-st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.
FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.
BUY AND SELL ON COMMISSION
RAILWAY STOCKS, BONDS, AND GOLD,
MAKING LIBERAL ADVANCES.
INTEREST ON DEPOSITS.

Geo. Opdyke & Co.,
BANKERS,
No. 25 Nassau-st., New-York.

ACCOUNTS OF BANKS, BANKERS, CORPORATIONS, FIRMS, AND INDIVIDUALS SOLICITED.

DEPOSITORS ENJOY THE SAME ADVANTAGES AS WITH INCORPORATED BANKS—FOUR PER CENT. ON DAILY BALANCES, CREDITED MONTHLY. COLLECTIONS MADE AT LOWEST RATES. INVESTMENT SECURITIES A SPECIALTY.

12 per Cent. Interest
PER ANNUM.

FOR SALE—A moderate amount of good and safe MORTGAGE R. R. BONDS at 60 and interest, that will pay TWELVE PER CENT. and rise in value. For particulars address
JAS. TOMPKINS, Box No. 401 N. Y. City P. O.

AUSTIN BALDWIN & CO.,
BANKERS, NO. 74 BROADWAY.

European Travelers' Letters of Credit. Exchange on City Bank, London, and the principal Cities of Europe.

JOHN MUNROE & CO.,
BANKERS, NO. 8 WALL-ST., NEW-YORK,
ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

TENNESSEE NEW FUNDING BONDS OF 1874.—The past due bonds and coupons of State of Tennessee, funded into new bonds under act of April, 1873. JOHN B. MANNING, Banker and Broker, No. 5 New-st.

FIRE INSURANCE STOCKS.—AMERICAN, Adriatic, Commercial, National, Resolute. For sale by WM. C. GILMAN, No. 46 Pine-st.

FINANCIAL.

A SOUND INVESTMENT SECURITY.
7 PER CT. GOLD BONDS
OF THE
INDIANAPOLIS, BLOOMINGTON AND WESTERN RAILWAY.
AN EAST AND WEST TRUNK LINE.

Total Length of Line	420 miles
Completed	335 miles
In Operation	309 miles
Under Construction	85 miles

These BONDS have UNUSUAL STRENGTH, being secured by a FIRST and ONLY MORTGAGE on an extension of 217 miles, and are a liability of the entire corporation representing 420 miles.

NET EARNINGS of the Road LARGELY EXCEED ALL INTEREST.

Receipts for 1872..........$1,359,690

A gain of $395,000 over 1871 on same number of miles.

Receipts for June, 1873..........$136,178 44

An examination of the route will show conclusively that the road penetrates a country of great productive capabilities, has a local business far more than self-supporting, and that it is A TRUNK LINE.

Diverging at Champaign, the road has two Western terminal points, Peoria and Keokuk, from which through its own connections, already in a forward state of construction, it will reach St. Paul, in Minnesota, and Grand Island, in Nebraska, the latter route following the borders of Missouri and Iowa, and passing through the rich South Platte Valley. The amount of through business from these sources, and from intersecting lines, will be of great magnitude.

From Indianapolis the Road has close connections with all the great diverging routes leading to the Atlantic coast, and also with Roads leading to the Ohio River and points South.

We offer the bonds at 90 and interest in currency, and, with our knowledge of the management and business of the Road, can recommend them UNQUALIFIEDLY as being

SAFE FOR ALL INVESTMENT PURPOSES.

TURNER BROTHERS
Bankers, No. 14 Nassau-st.

GEORGE OPDYKE & CO.,
NO. 25 NASSAU-ST.,
OFFER FOR SALE AND CONFIDENTLY RECOMMEND

LAKE ONTARIO SHORE RAILROAD FIRST MORTGAGE Seven per cent. Gold Bonds.

ST. LOUIS AND SOUTH-EASTERN CONSOLIDATED Seven per cent. Gold Bonds.

ATCHISON, TOPEKA, AND SANTA FE FIRST MORTGAGE Seven per cent. Gold Bonds.

ATCHISON, TOPEKA, AND SANTA FE LAND-GRANT Seven per cent. Gold Bonds.

Desirable WESTERN COUNTY BONDS, yielding Ten per cent. Interest.

TOWN Seven per cent. BONDS, State of New-York.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD CO.'S
FIRST MORTGAGE BONDS.

Interest 7 per Cent.; January and July; principal due in 1903; Coupon Bonds of $1,000 each; Registered Bonds of $5,000 and $10,000 each. Price 105 and accrued interest. For sale by

DAVIS & FREEMAN,
NO. 53 EXCHANGE-PLACE.

JONES & SCHUYLER,
NO. 12 PINE-ST., NEW-YORK,
Offer for sale Railway and Miscellaneous Securities of the highest grade, paying from 8 to 11 per cent. per annum.

ROBERT WINTHROP & CO.,
BANKERS AND BROKERS,
NO. 18 WALL-ST.,
Execute orders for STOCKS, BONDS, and GOLD, allow interest on DEPOSITS, and transact a general Banking and Brokerage business.

BROWN BROTHERS & CO.,
NO. 59 WALL-ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

LOUISVILLE CITY SEVEN PER CENT. BONDS.
DUE IN 1903.
Interest payable January and July at Bank of America.
We offer for sale $1,000,000 of these desirable Bonds, and recommend them to investors.
Price, 90 and interest.
CLARK, DODGE & CO.
NORTON, SLAUGHTER & CO.
WM. ALEXANDER SMITH & CO.
HALLGARTEN & CO.

OFFICE OF THE CHICAGO AND ALTON RAILROAD COMPANY, No. 59 LIBERTY-ST., NEW-YORK, Aug. 4, 1873.

CHICAGO AND ALTON RAILROAD PREferred First Mortgage Sinking Fund Bonds.—Notice is hereby given that we have this day designated by lot, thirty bonds, numbered as follows: 51, 309, 66, 569, 422, 30, 111, 19, 522, 349, 215, 565, 140, 385, 288, 590, 190, 593, 12, 197, 567, 204, 262, 375, 27, 240, 497, 181, 360, 356, of $1,000 each for redemption. According to the terms of the mortgage, interest thereon will cease Nov. 1, 1873. The undersigned are ready to pay them with interest, so far as accrued, on presentation and surrender.
S. J. TILDEN, No. 12 Wall-st.
L. H. MEYER, No. 21 Nassau-st.

$25 REWARD.—LOST SATURDAY, AUG. 9, two certificates of PACIFIC MAIL STEAMSHIP COMPANY'S STOCK—No. 60,142 in the name of J. Edward Mastin, and No. 57,343 in the name of White, Morris & Co.; transfer has been stopped. The above reward will be paid on the return of certificates to VERNAM & HOY, No. 34 New-st., New-York.

$10,000 SPECIAL CAPITAL WANTED on good security, in a well-established manufacturing business; twenty per cent. guaranteed; principals only will be noticed. Address A. B. C., Station D.

MONEY TO LOAN ON BOND AND MORTGAGE for an estate. No commission or bonus charged to borrowers. Apply to A. & L. NEILSON, No. 70 Broadway.

PROPOSALS.

PROPOSALS FOR BUILDING SLOOP-OF-WAR AT KITTERY NAVY-YARD.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, July 30, 1873.

Proposals will be received at this Bureau until 12 o'clock M., on the 1st day of September next, from builders or mechanics qualified to do the work, for the raising, framing, and ribboning, planking from keel to rail, ceiling, including keelsons, clamps, spirketting, and battery, to rail, putting in decks, including all bits, &c., putting on main and hammock rails, channels and chains, building store-rooms, magazines, and lockers, joiner-work inside and out, calking and scraping, building quarter galleries and setting head, and painting complete, of a sloop-of-war of about 640 tons. The materials, tools, and facilities for doing the work will be furnished by the Government.

The Chief of the Bureau of Construction and Repair will be at the Kittery Navy-yard on WEDNESDAY, the 20th of August next, and in connection with the Naval Constructor of that yard will meet persons desiring to make proposals for the work above mentioned, and will give all necessary explanations concerning the work to be done, and in regard to the character of the materials, tools, and facilities to be furnished by the Government.

Plans and specifications may be seen and examined by applying to the Commandant of the Kittery Navy-yard, after Aug. 1, 1873.

OFFICE OF CHIEF QUARTERMASTER, FIRST QUARTERMASTER DISTRICT, HOUSTON-ST., CORNER GREENE, NEW-YORK, Aug. 4, 1873.

SEALED PROPOSALS, IN DUPLICATE, WITH a copy of this advertisement attached to each, are invited, and will be received at this office until 12 M., Sept. 11, 1873, for the construction of a Sewer at Fort Wadsworth, New-York Harbor, in accordance with the plan and specifications on file in this office. The work must be proposed for as a whole, and not by the foot or yard. A written guarantee of two (2) responsible persons, for the prompt execution and fulfillment of the contract, should it be awarded, must accompany the proposals. All material and labor to be furnished by the contractor, and the work completed within thirty days from award of contract.

The proposals should be indorsed, "Proposals for Sewer at Fort Wadsworth, New-York Harbor," and addressed to the "Chief Quartermaster, First Quartermaster District," as above. R. O. TYLER, Lieut. Col., and Deputy Quartermaster General, Brevet Major Gen. U. S. Army.

LETTING NORTHERN PACIFIC RAILROAD.

Sealed proposals will be received at the office of the Chief Engineer, No. 23 5th-av., in the City of New-York, until noon of WEDNESDAY, Sept. 10, for grading and bridging all that portion of this company's road between the Missouri and Yellowstone Rivers, 205 miles.

Proposals will be received for the whole distance, or for sections of about twenty-five miles each.

For further information apply at the office of the Chief Engineer in New-York, or to Gen. T. L. Rosser, Division Engineer, Minneapolis, Minn.
W. MILNOR ROBERTS, Chief Engineer.
NEW-YORK, Aug. 15, 1873.

PROPOSALS FOR COAL.

SEALED PROPOSALS will be received by the Department of Public Parks until MONDAY, Aug. 18, 1873, at 12 o'clock noon, for 350 tons furnace coal, and 200 tons grate coal.

For full particulars see the *City Record*. Copies for sale at No. 2 City Hall, (north-west basement.)

PROPOSALS FOR SCREENED GRAVEL.

SEALED PROPOSALS will be received at the office of the Department of Public Parks until SATURDAY, Aug. 16, 1873, at 12 o'clock noon, for SCREENED GRAVEL for walks and roads.

For full information see *City Record*. Copies for sale at No. 2 City Hall, (north-west basement.)

PROPOSALS.

BOARD OF EDUCATION.

SEALED PROPOSALS will be received by the School Trustees of the First Ward, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts., until FRIDAY, Aug. 22, 1873, and until 9 o'clock A. M., on said day, for the repairs, painting, &c., of the several school-houses in said ward.

Proposals will be received at the same time and place for the alterations, &c., of the steam heating apparatus in Grammar School-house No. 29, in said ward.
JOHN N. MERRILL, Chairman Board of School Trustees, First Ward.

SEALED PROPOSALS will be received by the School Trustees of the Second Ward, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts., until FRIDAY, Aug. 22, 1873, and until 10 o'clock A. M., on said day, for the alterations, &c., of Primary School-house No. 293 Pearl-st.

Proposals will also be received at the same time and place for alterations of the steam heating apparatus in said building.
SAMUEL H. RANDALL, Chairman Board of School Trustees, Second Ward.

SEALED PROPOSALS will be received by the School Trustees of the Sixth Ward, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts., until FRIDAY, Aug. 22, 1873, and until 11 o'clock A. M. on said day, for the repairs, painting, &c., of the several school-houses in said ward.

Proposals will also be received at the same time and place for cleaning and repairing the stoves, pipes, flues, &c., in said schools. TIMOTHY BRENNAN, Chairman Board of School Trustees, Sixth Ward.

SEALED PROPOSALS will be received by the School Trustees of the Tenth Ward, at the office of the Clerk of the Board of Education, until FRIDAY, Aug. 22, 1873, and until 12 o'clock M. on said day, for the repairs, painting, &c., of Grammar School-houses Nos. 20 and 42, in said ward. ALONZO TRUESDELL, Chairman Board of School Trustees, Tenth Ward.

SEALED PROPOSALS will be received by the School Trustees of the Sixteenth Ward, at the office of the Clerk of the Board of Education, until FRIDAY, Aug. 22, 1873, and until 1 o'clock P. M. on said day, for the repairs, painting, &c., of Grammar School Houses Nos. 45 and 55 in said ward. MATTHEW BIRD, Chairman Board of School Trustees, Sixteenth Ward.

Plans and specifications for all of the above-named work may be seen at the office of the Superintendent of School Buildings, No. 146 Grand-st., third floor.

Two responsible and approved sureties, residents of this City, will be required from the successful bidders. Proposals will not be considered unless sureties are named.

The name of the party offering a proposal must be put on the outside of the envelope containing said proposal.

The trustees reserve the right to reject any or all of the proposals offered.

Dated New-York, Aug. 7, 1873.

ARMY SUPPLIES.

OFFICE PURCHASING AND DEPOT C. S., OMAHA, Neb., July 28, 1873.

SEALED PROPOSALS, in duplicate, will be received until 11 o'clock A. M., on MONDAY, the 8th day of September, 1873, for furnishing the Subsistence Department, United States Army, the following stores, delivered at the United States Subsistence store-house in Omaha, or at the usual places of delivery in Chicago or St. Louis, by the 25th of September, 1873, viz.:

100 bbls. Mess Pork.
130,000 pounds Bacon, short clear sides, in gunnies.
70,000 pounds Beans, choice white, hand-picked, in barrels.
11,000 pounds Peas, split, in barrels.
24,000 pounds Rice, in barrels.
2,600 pounds Hominy, (grits,) in barrels.
2,600 pounds Hominy, (coarse,) in barrels.
89,000 pounds Coffee, green Rio, in double sacks.
166,000 pounds Sugar, equal in quality to Stuart's "C," in barrels.
9,000 gallons Vinegar, whisky, (requiring thirty-five grains of bi-carbonate of potassa to neutralize one fluid ounce,) in new, full-hooped oak barrels, with one iron hoop on each end, heads and iron hoops painted, and bungs capped with tin.
17,000 pounds Candles, adamantine, full weight, sixes or eights, in boxes, strapped.
40,000 pounds Soap, hard and dry, free from adulterations, in boxes, strapped.
44,000 pounds Salt, fine grain, clean and dry, in bright barrels.
2,225 pounds ground Black Pepper, free from adulterations, in full weight four-ounce papers, packed in boxes strapped, containing 25 pounds net.

Proposals for delivery at Omaha must be addressed to the undersigned at Omaha, Neb.; for delivery at Chicago, to Major R. Macfeely, C. S., at Chicago, Ill.; for delivery at St. Louis, to Capt. C. B. Penrose, C. S., at St. Louis, Mo.

Bidders are especially requested to address their bids to the proper officer; i. e., to the Commissary on duty where they propose to deliver stores.

Cooperage must be of the best kind, and every package must be in first-rate shipping order. Actual tare at the time of delivery is required.

Samples (meats excepted) must accompany proposals, and be referred to therein. Freight on samples must be pre-paid.

Proposals will be received subject to the usual conditions, heretofore published.

Blank proposals and further information will be furnished upon application to any of the Commissaries named. J. W. BARRIGER, Brevet Brigadier General and C. S.

PROPOSALS FOR SEA-WALLS

DREDGING IN BOSTON HARBOR, FILLING A PARCEL OF SOUTH BOSTON FLATS, AND FOR THE PURCHASE OF SUCH PARCEL.

COMMONWEALTH OF MASSACHUSETTS, OFFICE OF THE BOARD OF HARBOR COMMISSIONERS, No. 8 PEMBERTON-SQUARE, BOSTON, July 17, 1873.

SEALED PROPOSALS will be received at this office until WEDNESDAY, Aug. 20, 1873, at 12 o'clock noon, for inclosing with sea-walls and filling a parcel of the Commonwealth's flats in South Boston, situated at the junction of the main and Fort Point Channels, in Boston Harbor, bounded south-west by flats of the Boston Wharf Company, and south-east by flats sold to the Boston and Albany Railroad Company, and containing about 1,000,000 square feet, more or less, as follows:

1. For about 700 lineal feet of light sea-wall on Fort Point Channel.
2. For about 1,300 feet of heavy sea-wall on Fort Point Channel and the main channel.
3. For filling said parcel to grade 13, with material dredged by the contractor from the mouth of Fort Point Channel and from a portion of Boston Harbor, which is to be dredged uniformly to a depth of twenty-three feet at mean low water.
4. For filling said parcel with good clean gravel from grade 13 to grade 16.
5. For the whole work of building said sea-walls and filling said parcel, as aforesaid, on or before Oct. 1, 1876.

The above work must be done according to plans and specifications to be seen or furnished at this office between the hours of 9 o'clock in the forenoon and 12 o'clock noon.

The contractor will be required to give a satisfactory guarantee that he will execute a contract according to his proposals, and to give satisfactory bonds for the faithful performance of his contract.

The Legislature of Massachusetts has appropriated four hundred thousand dollars toward the above specified sea-walls and filling, but no contract will be made binding the Commonwealth for any more of said work than can be paid for by appropriations of the Legislature, under the laws of the Commonwealth.

PROPOSALS FOR PURCHASE.

Sealed proposals will be also received as aforesaid for the purchase of the whole or any portion of said parcel of flats for cash, the purchaser to build said sea-walls and do said filling according to said plans and specifications, and to perform all the obligations of the Commonwealth to the City of Boston in relation to said parcel under the indenture of four parts made between the said Commonwealth, the Boston and Albany Railroad Company, the Boston Wharf Company, and the City of Boston, dated June 23, 1873.

The right to reject any and all proposals is reserved by the Board of Harbor Commissioners, and their acceptance is subject to the approval of the Governor and Council.

Proposals must be indorsed "Proposals in relation to the South Boston Flats," sealed up and directed to the Chairman of the Board.

For the Board of Harbor Commissioners,
JOSIAH QUINCY, Chairman.

PROPOSALS FOR HEAD-STONES FOR NATIONAL MILITARY CEMETERIES.

WAR DEPARTMENT, QUARTERMASTER GENERAL'S OFFICE, WASHINGTON, June 27, 1873.

Proposals are invited for furnishing head-stones for the National Military Cemeteries, as prescribed by the law of 3d March, 1873, of which the following is an extract:

* * * * * *

Provided, that the head-stones required by an act entitled "an act to establish and protect National Cemeteries," approved Feb. 22, 1867, and the act amendatory thereof, approved June 8, 1872, shall be of durable stone, and of such design and weight as shall keep them in place when set, and the contract for supplying the same shall be awarded by the Secretary of War, after sixty days' advertisement in ten newspapers of general circulation, to some responsible person or persons whose samples and bids shall in the greatest measure combine the elements of durability, decency, and cheapness; and the sum of $1,000,000 is hereby appropriated for said purpose out of any money in the Treasury not otherwise appropriated; and the Secretary of War shall first determine for the various cemeteries the size and model for such head-stones, and the standards of quality and color of the stone to be used, and bids shall be made and decided with reference thereto; and contracts may be made for separate quantities of such head-stones; and the contracts made under this act shall provide for furnishing and setting all the said head-stones, and shall not in the aggregate exceed the sum hereby appropriated.

* * * * * *

The total number to be furnished is estimated at 253,088. For the known, 147,694; for the unknown, 105,394.

Specifications, describing in detail the standard fixed by the Secretary of War, can be had on application by letter to this office, where also a specimen will be placed on exhibition within a few days.

The proposals should be in sealed envelopes, marked "Proposals for Head-stones for National Military Cemeteries," and addressed to the Quartermaster General of the Army, in whose office they will be opened, in the presence of bidders, on Saturday, September 6, 1873, commencing at 11 o'clock, A. M.

By order of the Secretary of War,
M. C. MEIGS, Quartermaster General, Brevet Maj. Gen. U. S. A.

PROPOSALS FOR JOINER WORK OF STEAM-BOAT.

Sealed proposals will be received by the Commissioners of Public Charities and Correction, at their office until Aug. 16, 1873, at 2 o'clock P. M., for the joiner work of steamer now being built by LAWRENCE & FOULKE, at Greenpoint.

For full information see the *City Record*. Copies for sale at No. 2 City Hall (north-west basement.)

UNITED STATES ENGINEER OFFICE, ARMY BUILDING, NEW-YORK, Aug. 12, 1873.

PROPOSALS WILL BE RECEIVED AT this office until noon of the 1st day of September, 1873, for the removal of the wrecks of three blockade-runners sunk in Charleston Harbor, S. C., during the war.

For further information apply to the undersigned,
Q. A. GILLMORE, Major of Engineers, Brevet Major General U. S. A.

TEACHERS.

"AMER. SCHOOL INSTITUTE" AIDS ALL who want good teachers; represents Teachers who seek positions, and does general Educational business. Established 1855. No. 14 Bond-st., New-York. J. W. SCHERMERHORN, A. M., Actuary.

A LADY FULLY COMPETENT TO INSTRUCT in English branches and music, desires an engagement with a private family as visiting or resident teacher; young children preferred. Address L. L., care of Wm. A. Rowland, Post-office Box No. 555.

ALL TEACHERS SHOULD HAVE MUTUAL plan for introducing. Several Professors of Music wanted; ladies for Music and Modern Languages; gentlemen for Latin, Greek, French, and German. Address "AMER. EDUCATIONAL UNION." 737 Broadway.

INSTRUCTION.

CHARLIER INSTITUTE FOR YOUNG LADIES,
NO. 167 MADISON-AV.

This DAY SCHOOL will reopen on WEDNESDAY, Sept. 24; complete and thorough English course from the primary department to the belles-lettres class; French, German, light gymnastics &c.
Mr. and Mrs. ELISEE CHARLIER, Principals.

MRS. GEO. VANDENHOFF.
BOYS' SCHOOL.

Mrs. George Vandenhoff will open her boarding and day school for BOYS, at NO. 106 WEST 42D-ST., close to RESERVOIR PARK, Sept. 18. Number of boarding pupils limited to EIGHT. All the pupils will have the advantage of Mrs. Vandenhoff's personal instruction in ELOCUTION and in the correct and elegant speaking and writing of the English language, as well as in geography, history, and the English department generally. Latin, French, German, mathematics, &c., will be taught by competent masters.

School hours from 9:30 A. M. to 2:30 P. M.

Applications may be made personally or by letter to MRS. GEO. VANDENHOFF, No. 106 West 42d-st.

AMENIA SEMINARY, AMENIA, N. Y.—A FAMily boarding-school. On the Harlem Railroad, eighty-five miles from New York. Full courses of seminary instruction, with preparation for college or business. Personal care in study, habits, and health.
Terms, $360 per year.
Fortieth year begins Sept. 15.
S. T. FROST, A. M.

PENNSYLVANIA MILITARY ACADEMY,
CHESTER, PENN.—(FOR BOARDERS ONLY.)

Session opens WEDNESDAY, Sept. 10. Location elevated and healthful; grounds ample; buildings handsome and commodious; course of studies extensive; thorough instruction in Civil Engineering, the Classics, and English; careful oversight of the morals and manners of Cadets. For circulars apply to
Col. THEO. HYATT, President.

KINDERGARTEN.
MISS HAINES and MLLE. DE JANON

Respectfully announce that they will continue under the same teacher the kindergarten so successfully established last year, with the addition of an intermediate class and a class for training kindergarteners. Applications can be made personally or by letter, No. 10 Gramercy Park.

MADAME O. da SILVA
AND
MRS. ALEX. BRADFORD'S

(formerly Mrs. OGDEN HOFFMAN'S) English, French and German Boarding and Day School for young ladies and children, No. 17 West 38th-st., New-York, reopens Sept. 24. Application may be made by letter or personally as above.

AN ENGLISH AND FRENCH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,
COTTAGE HILL, TARRYTOWN, N. Y.

Established A. D. 1860. Reopens Sept. 24. An advanced and finishing course in all departments, providing the best opportunities of European and home schools. Address
Rev. GEO. T. RIDER, A. M., Principal.

MISS HINSDALE,
(SUCCESSOR TO MRS. MACAULAY,)
Associated with Prof. George S. Blackie, of the Universities of Edinburgh and Bonn, will reopen her English, French, and German Boarding and Day School for Young Ladies and Children, AT NOS. 275 AND 277 MADISON-AV., NEW-YORK, on TUESDAY, Sept. 23, 1873.
Application may be made as above.

WALNUT HILL SCHOOL,
GENEVA, N. Y.

A first-class boarding school for boys. Pupils can be admitted at any time, and, if it is desired, may remain throughout the school year. Terms, $300 per annum. Circulars will be sent to those desiring information.
THOS. D. REED.

MISS COMSTOCK,
Reservoir Park, near 5th-av., New-York.

Primary, Progressive, and Finishing Ladies' School. Fall term commences Sept. 24; boarding pupils, sixteen; single rooms and school carriage, if desired. Circulars mailed on request. Personal information at the institution, Nos. 32 and 34 West 40th-st., Murray Hill.

MRS. GARRETSON,
NO. 58 WEST 47TH-ST., NEW-YORK,
Will reopen her English, French and German Boarding and Day School for young ladies and children ON WEDNESDAY, SEPT. 24, 1873.
Applications made personally or by letter, as above.

MLLE. TARDIVEL'S INSTITUTE,
No. 25 West 46th-st.

French, English, German, and Latin Boarding and Day School for young ladies and children. Number limited. Regular collegiate course taught. Reopens WEDNESDAY, Sept. 17. For circulars direct as above.

THE MURRAY HILL INSTITUTE.

A BOARDING and DAY SCHOOL for young gentlemen, No. 58 Park-av., between 37th and 38th sts., commences its tenth year Sept. 22. Circulars sent on application to REV. JOSEPH D. HULL.

WELLS FEMALE COLLEGE,
BANK OF CAYUGA LAKE, AURORA, N. Y.
Academic Department. For catalogue and lecture course address M. M. CARTER, Vice-President.

MISS BALLOW'S
ENGLISH AND FRENCH SCHOOL FOR YOUNG LADIES AND CHILDREN, No. 24 EAST 22D-ST., will reopen on WEDNESDAY, Sept 24.

SEDGWICK INSTITUTE,
Great Barrington, Mass. I. and J. BIRD, Principals.
A select family school for boys in Southern Berkshire.

GERMAN-AMERICAN INSTITUTE FOR Young Ladies, Gentlemen, and Children, Nos. 367, 369, and 371 West 23d-st.—Fourteen experienced instructors. German, English, and French thoroughly taught. Latin or Spanish optional. Special attention given to German studies of Anglo-American pupils. Kindergarten, boarding-school for boys. Fifteenth school year begins TUESDAY, Sept. 9.
FEODOR THURM, Principal.

MERVIEW ACADEMY, BABYLON, LONG ISLAND—Established 1866.—Miss Gannon's English, French, and German Home Academy for Young Ladies, and Conservatory of Music, will reopen for the reception of pupils on MONDAY, Sept. 8. Miss Gannon is assisted in the musical department by her niece, Miss Louisa Eckstein, the celebrated pianiste from London. Terms $280 per annum. Location healthy and pleasant.

PACKARD'S BUSINESS COLLEGE, METHodist Building, No. 805 Broadway, New-York, will open (after a brief vacation) on MONDAY, Sept. 1, at 9 o'clock A. M.

Those desiring to arrange for seats will do well to call at the office before the 30th of August. First come best served. S. S. PACKARD, President.
CHAS. CLAGHORN, Secretary.

CIVIL AND MECHANICAL ENGINEERING at the Rensselaer Polytechnic Institute, Troy, N. Y.—Instruction very practical. Advantages unsurpassed in this country. Graduates obtain excellent positions. Reopens Sept. 17. For the Annual Register, containing improved course of study and full particulars, address Prof. CHARLES DROWNE, Director.

ROCKY DELL INSTITUTE, LIME ROCK, Conn.—Family School for Boys.—Location retired and healthful; accommodations ample and superior; instruction thorough; discipline mild and parental; next term begins Sept. 17. Address
J. H. HURLBURT, Principal.

CLAVERACK COLLEGE AND HUDSON River Inst. for both sexes; fine grounds; 167 furnished rooms; 20 instructors; 11 departments; 120 classical pupils; large gymnasium and drill hall. Special advantages in all departments. Term opens Sept. 8.
Rev. ALONZO FLACK, A. M., Prest., Claverack, N. Y.

HASTINGS INSTITUTE, A FAMILY BOARDing school for twelve boys. Home comforts; eighteen years' experience; small classes; references first-class; $400 per annum. Address O. WINTHROP STARR, Hastings on Hudson, Westchester County, N. Y.

THE HOME INSTITUTE, NYACK, N. Y.—Boarding and Day School for young ladies and children will open, Sept. 1, on Clinton-st., second door from 1st-av., Mr. Doran Smith's late residence.
D. P. LEE, Principal.

JOHN MAC MULLEN'S SCHOOL, NO. 1,214 Broadway, near 30th-st., reopens MONDAY, Sept. 16; number limited to forty; one teacher to ten boys; a few boarders taken. Circulars at Putnam's, corner 4th-av. and 23d-st., and at store under school.

EDWARD'S-PLACE FAMILY SCHOOL FOR Boys, Stockbridge, Mass.; known for 20 years; send for circular; Fall term begins Sept. 17. F. HOFFMANN, Prin. and Prop. P. B. PIERCE, successor to J. Reid, Jr.

HOME INSTITUTE, TARRYTOWN, N. Y.—AN English and French Boarding and Day School for young ladies and children, combining thorough instruction with home care and training, will reopen Sept. 10. For circulars, address Miss M. W. METCALF, Principal.

CHAPPAQUA MOUNTAIN INSTITUTE.—A boarding school for both sexes under the care of the Society of Friends; full term commences 9th month, 8th, 1873. Address S. C. COLLINS, Principal, Chappaqua, N. Y.

BOYS' HOME AND SCHOOL.—FALLEY SEMinary, Fulton, Oswego County, N. Y., reopens 1st September, combining the facilities of a complete education with the advantage of a Christian home. Address Rev. JAMES GILMOUR.

BAY VIEW INSTITUTE, BABYLON, LONG Island.—Fourth annual session commences Sept. 8; English, classical and commercial; thorough work, salutary discipline, a pleasant home.
L. HOMER HART, Principal.

"KINDERGARTEN SCHOOL" FOR CHILdren, and PRIVATE RECITATION ROOMS for LADIES, will reopen Sept. 24.
Miss E. M. COE, Principal, No. 15 West 42d-st.

A CLASS FOR YOUNG GENTLEMAN WILL be resumed Sept. 15, by THOMAS R. ASH, No. 17 East 16th-st. Apply from 10 to 12 M.; circulars sent on application.

MRS. J. T. BENEDICT'S ENGLISH, GERMAN, and French Boarding and Day School, reopens Oct. 1, at No. 7 East 42d-st.

OREAD INSTITUTE FOR YOUNG LADIES, Worcester, Mass. Send for catalogue. H. R. GREENE, A. M., Principal.

MME. BOORAEM'S SCHOOL WILL OPEN Sept. 2. For circulars, apply to Mme. BOORAEM, Brookfield Centre, Conn.

A SELECT SCHOOL FOR YOUNG LADIES at Poughkeepsie, N. Y. Address
Mrs. C. W. BOCKEE, Principal.

DR. SACHS' CLASSICAL SCHOOL FOR boys, No. 53½ West 32d-st., reopens Sept. 15; German a specialty.

RURAL HIGH SCHOOL, CLINTON, N. Y.—A boarding school for boys. References exchanged. Send for circular. A. P. KELSEY, Principal.

CHARLIER INSTITUTE FOR YOUNG GENTLEmen, Nos. 126 and 128 East 24th-st., will reopen Sept. 22—Boarding and Day School.

DULL BOYS WAKED UP AND SET A-GOING AT Yonkers Military Institute. Box 654 Yonkers, N. Y.

THE MISSES GRAHAM, SUCCESSORS OF THE Misses Green, will reopen their school for young ladies at No. 1 5th-av., first house from Washington-square, on THURSDAY, the 25th of September, 1873.

AN ENGLISH AND CLASSICAL BOARDING School for five boys; small day school, good home, moderate terms. M. OAKEY, Jamesburg, N. J.

MISS F. B. PRIEST'S SCHOOL, NO. 229 East 19th-st., will reopen TUESDAY, Sept. 23.

INSTRUCTION.

MLLE. ROSTAN'S
ENGLISH AND FRENCH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,
No. 31 West 52d-st., near 5th-av. and Central Park.

Will reopen WEDNESDAY, Sept. 24; a thorough English course with unsurpassed facilities for acquiring a practical knowledge of the French and other modern languages; home comforts and home priveleges are the distinguishing features of this school; the musical department under the direction of Prof. S. B. MILLS, and other instructors of acknowledged talent, offers peculiar advantages to those who desire to make music a special study. All communications to be addressed as above till Sept. 1, when Mlle. ROSTAN will be at home to receive applications herself.

MOUNT PLEASANT
MILITARY ACADEMY,
A SELECT BOARDING SCHOOL FOR BOYS AT SING SING, ON THE HUDSON.

The course of instruction embraces the following departments: Classical, modern languages, elementary, mathematical, English studies, and natural science. Classes are also formed in music, drawing, fencing, and elocution.

A thoroughly organized military department, riding school, with well-trained horses, gymnasium, &c.

Will reopen TUESDAY, Sept. 9.
BENJAMIN & ALLEN, Principals, Sing Sing, N. Y.

STAMFORD MILITARY INSTITUTE,
Established 1850.

A family school for boys; earnest teaching, faithful discipline; location healthful, beautiful and only one hour from New-York City; a safe, happy, Christian home. Send for Catalogue with full details and references.
W. C. WILLCOX, A. M., CAPT. W. A. FLINT, } Principals, Stamford, Conn.

D'AERTS INSTITUTE.

Miss M. A. E. PHILLIPS' Boarding and Day School for young ladies has removed to the larger and more elegantly-arranged building, No. 26 East 50th-st., (between Madison and 5th avs.,) near Central Park, where a select number of pupils, limited to fourteen, will be received into the family and enjoy the privileges of a refined and beautiful home. References: Rev. Samuel Hanson Cox, D. D., LL.D., Rev. Henry Ward Beecher, Rev. Ferd. C. Ewer, D. D., and many others. A Kindergarten Department for little children. Application may be made by letter or personally, as above.

H. C. SYMONDS
WILL REOPEN HIS SCHOOL FOR BOYS,
AT SING SING, N. Y.,
SEPT. 3.

REMOVAL.

Miss STEERS' English, French, and German Boarding and Day School for young ladies and children, No. 12 East 47th-st., will reopen Sept. 22, 1873. The school carriage will be in attendance for pupils.

COTTAGE HILL SEMINARY,
For young ladies, Poughkeepsie, N. Y. Music and the fine arts a specialty. Opens Sept. 17.
C. C. WETSELL, Principal and Proprietor.

MISS E. J. MACKIE'S
FAMILY SCHOOL FOR YOUNG LADIES,
NEWBURG, N. Y.
For circular, address the Principal.

MME. C. MEARS,
(Assisted by MLLE. L. SEE,)
No. 222 Madison-av., New-York.
English, French and German Boarding and Day School for young ladies and children.
WILL REOPEN SEPT. 22, 1873.
Mme. C. M. will be at home after Sept. 1 to receive her patrons and friends.

MISS HINSDALE
(SUCCESSOR TO MRS. MACAULAY)
WILL REOPEN HER
ENGLISH AND FRENCH
BOARDING AND DAY SCHOOL
FOR YOUNG LADIES AND CHILDREN,
NOS. 275 AND 277 MADISON-AV.,
ON TUESDAY, SEPT. 23, 1873.
Application may be made as above.

YONKERS MILITARY INSTITUTE,
A BOARDING-SCHOOL
for making boys intelligent, healthy, Christian MEN.
ESTABLISHED 1854.
Earnest teaching. Common-sense management.
BENJ. MASON, Box No. 654 Yonkers, N. Y.

MRS. FREDERICK JONSON,
AND
MISS AGNES L. JONES.

Will reopen their English, French, and German Boarding and Day School for young ladies and children, at No. 13 East 31st-st., on THURSDAY, Sept. 25.

MACGREGOR HALL,
FLUSHING, LONG ISLAND.
A Family and Day School for young ladies; will reopen TUESDAY, Sept. 16.
Address Miss M. MACGREGOR, Principal.

THE MISSES HAYWARD'S
English and French Boarding and Day School for young ladies and children, No. 523 Monroe-av., near Jefferson Park, Elizabeth, N. J., reopens Sept. 17. Application may be made personally, or for circulars, as above.

MORRIS FEMALE INSTITUTE,
MORRISTOWN, N. J.,
offers to twenty-five boarding pupils superior educational advantages, and the choicest home accommodations.
C. G. HAZELTINE, A. M., Principal.

LESPINASSE
FORT WASHINGTON FRENCH INSTITUTE
FOR YOUNG LADIES.

French, language of the school. Opens Sept. 22. Circulars at BRENTANO'S Book-store, No. 33 Union-square, and LESPINASSE & FRIEDMANN, No. 12 Pine-st.

MRS. WILLIAMES,
NO. 26 WEST 39TH-ST.,
will reopen her English and French Boarding and Day School for young ladies and children on Sept. 25, 1873. Address as above, by letter, until Sept. 10.

MOHEGAN LAKE SCHOOL
FOR BOYS, NEAR PEEKSKILL, N. Y.
CHARLES D. MORRIS, Principal.
Reopens Sept. 16.

MISS PERINE,
No. 106 East 38th-st., between Park and Lexington avs., will reopen her English and French School for Young Ladies and Children Sept. 25.

JACKSON MILITARY INSTITUTE,
Tarrytown, N. Y. Established 1857.
Address Rev. F. J. JACKSON, M. A., Principal.

TARRYTOWN, ON HUDSON.
IRVING INSTITUTE—School for Boys. Address
ARMAGNAC & ROWE, Principals.

SEABURY SEMINARY, NO. 125 WEST 42D-st., near Reservoir Park.—Commences Sept. 20; seventh successful year; a thorough classical English and French boarding and day school for young ladies and children; French spoken; also separate school for boys, under immediate charge of principal and first-class masters; three departments, senior, junior, and kindergarten; modern and ancient languages, drawing, painting, music, by professors; *no charge without adequate improvement*; highest references. Apply to Senior Principal, Mrs. FROST, No. 125 West 42d-st.

MISS CRUTTENDEN'S ENGLISH, FRENCH and German Boarding and Day School for young ladies and children, opens Sept. 25, No. 39 West 35th-st. Special classes now forming of young ladies who have completed their school course, for lectures on Art and English Literature; also for French Readings and Conversations.

MLLES. CHARBONNIER'S FRENCH Protestant Boarding and Day School for Young Ladies, No. 36 East 35th-st., (formerly No. 42 Avenue du Roule, Neuilly, Paris,) will reopen Sept. 23. Apply by letter till Sept. 1, when Mlles. CHARBONNIER will be at their school in New-York.

MISS WHITCOMB'S ENGLISH AND FRENCH Boarding and Day School for young ladies and children, No. 82 Pierrepont-st., Brooklyn Heights, N. Y., will reopen on WEDNESDAY, Sept. 17, 1873. Address as above for circular.

SEWARD INSTITUTE FOR BOYS, FLORIDA, Orange County, N. Y.—$300 a year, pays for board, tuition, fuel, light, &c., in this well-known Institution. Number of pupils limited to thirty-five.
T. G. SCHRIVER, A. M., Principal.

MADISON CLASSICAL INSTITUTE.
A boarding-school for boys, opens Sept. 1 at Madison, N. J. JAMES SHIER, M. A., Principal.

FOR BOYS.—MANSION-SQUARE INSTITUTE, Poughkeepsie, N. Y.; a first-class boarding-school; grounds extensive; uniform, dark blue; daily gymnastic drill. Reopens SEPT. 17. Address H. S. JEWETT, A. M., Principal.

FLUSHING (N. Y.) INSTITUTE.—BOARDING school for boys. Begins September 9.
E. A. FAIRCHILD,
A. P. NORTHROP.

HUDSON YOUNG LADIES' SEMINARY, HUDSON, N. Y.—The Autumn term begins Sept. 8, 1873; a native French teacher resides in the family; terms, $300 per annum. Misses PEAKE, Principals.

A FEW YOUNG LADIES, AS BOARDING pupils, are received by the Misses BUCKNALL, at their suburban residence New-Brunswick, N. J. The ensuing school year will commence Sept. 18.

CHESTER VALLEY ACADEMY FOR BOYS, Downingtown, Chester County, Penn.; $260 per year; thorough instruction; homelike and healthy. Send for catalogues. F. DONLEARY LONG, A. M., Prin.

FEMALE COLLEGE, BORDENTOWN, N. J., continues to furnish the best educational advantages at reasonable rates. Address
Rev. JOHN H. BRAKELEY, Ph. D., President.

MAPLEWOOD INSTITUTE FOR YOUNG LADIES, Pittsfield, Mass.—Known for thirty years for its superior facilities and rare beauty of location.
Rev. C. V. SPEAR, Principal.

MRS. MARY RODGERS GRIFFITTS WILL reopen her French and English Day School for young ladies and children, at her new residence, No. 23 West 48th-st., on MONDAY, Sept. 29.

NEW-YORK SCIENTIFIC SCHOOL AND Military Academy, Peekskill, on the Hudson.—Reopens first Monday in September.
Z. S. SEARLE, Principal.

REV. D. A. HOLBROOK'S MILITARY SCHOOL, AT SING SING, N. Y.
Reopens Sept. 11, 1873.

PELHAM INSTITUTE.—SCHOOL FOR BOYS opens Sept. 8. Address S. PELHAM, Poughkeepsie, N. Y.

MRS. DOTY'S AND MRS. TRIVETT'S ENGlish and French Boarding and Day School for young ladies and children will reopen Oct. 1, at Astoria, N. Y.

MISS BULKLEY'S BOARDING AND DAY School for Young Ladies, Tarrytown, N. Y., will reopen Sept. 17.

GOLDEN HILL SEMINARY FOR YOUNG Ladies, Bridgeport, Conn. Address
Miss EMILY NELSON.

FREEHOLD INSTITUTE, FREEHOLD, N. J.—A Boarding-school for boys.
Rev. A. G. CHAMBERS, Principal.

A FIRST-CLASS SCHOOL FOR BOYS, AND A good home at Rev. E. B. EMERSON'S, Stratford, Conn.

NAZARETH HALL BOARDING SCHOOL FOR Boys, at Nazareth, Northampton County, Penn.

RIVERVIEW ACADEMY, POUGHKEEPSIE, N. Y.—Work recommences Sept. 11. Boys, "Fall in."

$200 TO $250 PER YEAR.—HEMPSTEAD INSTITUTE, Long Island, E. HINDS, A. M.

MILITARY BOARDING SCHOOL, WHITE Plains, N. Y. Principal, O. R. WILLIS, Ph. D.

INSTRUCTION.

NEW-YORK CONSERVATORY OF MUSIC,
No. 5 East 14th-st., next to Delmonico's.
BROOKLYN BRANCH,
Nos. 102, 104 and 106 Court-st., near State.
THE FALL TERM
of this popular Music School begins MONDAY, Sept. 1.
Private and class instruction in all branches of vocal and instrumental music and modern languages by the most eminent Professors, at prices within the reach of all.
Patrons are requested to make early application.
SUBSCRIPTION BOOKS OPEN DAILY.

MISS HAINES
AND
MLLE. DE JANON

Will reopen their school for young ladies and children, on Wednesday, Sept. 24, and their Kindergarten on Oct. 1. Application can be made personally or by letter, No. 10 Gramercy Park. A punctual attendance of their pupils at the reopening is respectfully requested.

MISS WALTHER'S
GERMAN BOARDING AND DAY SCHOOL
For YOUNG LADIES, at COLLEGE POINT, Long Island, will open Sept. 15; French and English taught by native teachers residing in the family. Only a limited number of boarders received.

MISS SPRING'S
ENGLISH AND FRENCH DAY SCHOOL
for Young Ladies and Children, will reopen Sept. 26, in the building of the Young Ladies' Christian Association, No. 64 Irving-place, corner of 18th-st. References: Rev. Gardiner Spring, D. D., Rev. Howard Crosby, D. D., Peter Carter, Esq., Ralph Wells, Esq., Arthur R. Graves, Esq., John L. Riker, Esq.

DR. VAN NORMAN'S
Classical, English, French and German, Family and Day School for young ladies and children, Nos. 71, 73, and 75 East 61st-st., Central Park, New-York, will commence its seventeenth year Sept. 25, 1873. For full information send for catalogue. Address
Rev. D. C. VAN NORMAN, LL. D.,
No. 75 East 61st-st.

MRS. JOHN V. B. BLEECKER
WILL REOPEN HER
HOME, BOARDING AND DAY SCHOOL
For Young Ladies and Children,
Sept. 24, 1873, at her residence,
No. 20 East 47th-st., between 5th and Madison avs.

NEWBURG INSTITUTE.
A FAMILY SCHOOL FOR BOYS.
Newburg, N. Y. Write for circular.
HENRY W. SIGLAR, JOHN MACHIR, } Principals.

MR. YOUNG'S CLASSICAL AND ENGLISH
BOARDING-SCHOOL FOR BOYS.
CHILTON HILL, ELIZABETH, N. J.
Will be reopened Sept. 8.

MISS VAN WAGENEN
Will reopen her Boarding and Day School for young ladies, at No. 13 East 49th-st., on THURSDAY, Sept. 25.
Address till Sept. 8, Fishkill, on the Hudson.

PEEKSKILL MILITARY ACADEMY,
Peekskill, N. Y., $400 per year. Opens Sept. 10.
Col. CHAS. J. WRIGHT, A. M., ROBERT DONALD, A. M., } Associate Principals.

YOUNG LADIES' BOARDING AND DAY SCHOOL, STAMFORD, CONN., Mrs. C. E. RICHARDSON, Principal.—This well-established institution, within little more than an hour's ride of New-York, offers in its course of instruction, and in the qualifications of its teachers, advantages such as are ordinarily only to be obtained in the best Metropolitan schools, and combines with those advantages such rural surroundings and so moderate a scale of charges as are unattainable in the City. A limited number of pupils only received. References—Bishop Williams, of Connecticut; Rev. Dr. Muhlenberg, Martin Paine, M. D. New-York, and Rev. Mr. Tatlock, Stamford, of whom any information can be obtained till Sept. 15. School begins Sept. 22.

MRS. SYLVANUS REED'S
ENGLISH, FRENCH, AND GERMAN
BOARDING AND DAY SCHOOL
FOR YOUNG LADIES AND CHILDREN,
NOS. 6 AND 8 EAST 53D-ST.,
Central Park, (between 5th and Madison avs.,)
NEW-YORK.
Sleeping-rooms to single occupants when desired.
The tenth school-year will begin Sept. 24, 1873.
LETTERS AND APPLICATIONS TO BE SENT TO THE ABOVE ADDRESS.

MISS MOORE'S BOARDING AND DAY SCHOOL for young ladies and children, Grove-av., in the town of Harrison, Westchester County, N. Y.

Complete and thorough course in English, French, drawing, music, &c.

All kinds of embroidery taught without extra charge.

Location elevated and healthful; extensive grounds; building handsome and commodious; one hour from New-York by the New-Haven Railroad.

Will reopen Sept. 1, 1873.

MONTROSE CLASSICAL AND MILITARY School, South Orange, N. J.—One hour from New-York by the Morris and Essex Railroad; an eligible and efficient school for boys, with modern improvements; spacious drill-room, armory and equipments; reopens Sept. 16. Rev. Dr. WILEY, Principal; J. W. MILEY, instructor in mathematics and Upton's tactics, with competent instructors also in French, German and drawing. Terms, $500 per annum and no extras.

TRINITY COLLEGIATE AND PREPARATORY SCHOOL for Boys, at Sing Sing, N. Y., superintended by Rev. G. W. Ferguson, M. A., Rector, and by A. H. Austin, Principal, who receives a limited number of boarders, at moderate and inclusive charges. For prospectus apply to the Principal.

ROCKLAND INSTITUTE FOR YOUNG LADIES, Nyack, on Hudson.—The Fall term of this seminary, delightfully situated on the Hudson River, near New-York, will commence Sept. 24. For catalogue and circular, with full particulars, address
Rev. L. DELOS MANSFIELD, President.

COLLEGIATE AND COMMERCIAL INSTITUTE, New-Haven, Conn.—Fortieth year. Preparatory to college, the scientific schools, or business, with systematic and thorough physical training by military drilling, gymnastics, rowing, &c. Catalogues sent on application. WM. H. RUSSELL, Prin.

MISS H. M. PARKHURST'S HOME SCHOOL for young ladies and children, Newburg, N. Y., will begin its ninth year WEDNESDAY, Sept. 24. Number of pupils limited. French and German spoken in the family.

NORWICH UNIVERSITY.—A MILITARY COLlege, established 1834. Preparatory department. Thorough classical, scientific, and military instruction. Good discipline. Address Prof. CHARLES DOLE, Northfield, Vt. Year 1873–4 opens Aug. 28.

GROVE HALL, NEW-HAVEN, CONN.—SCHOOL FOR YOUNG LADIES—Established 1820.—Next term commences Sept. 24. Apply for circulars and information to Prof. O. P. HUBBARD or EDWARD A. KINGSLEY, M. A., Principal.

A GOOD HOME; PLEASANT, HEALTHY LOCAtion; solid instruction with a small number and moderate terms. Send for a circular of the Neshanic Institute for boys, Neshanic, Somerset County, N. J.
Rev. P. D. OAKEY, Principal.

MISS M. F. DUVERNET WILL RESUME HER French, English, and German classes for little and older girls, at her residence, No. 46 West 32d-st., Sept. 15. A limited number of boarders received.

MRS. ROBERTS AND MISS WALKER will reopen their English and French day school for young ladies and children, No. 148 Madison-av. on WEDNESDAY, Sept. 23.

SUMMIT INSTITUTE, FRENCH PROTESTANT BOARDING SCHOOL for young gentlemen, will reopen Sept. 15. Address Rev. ADRIEN GORY, B. D., Summit, N. J.

THE MISSES LANE WILL REOPEN THEIR Boarding and Day School for young ladies and children, at No. 49 West 48th-st., on WEDNESDAY, Sept. 24. Application may be made as above.

A LITTLE BOYS' HOME AND SCHOOL.—No. 77 College-st., Hartford, Conn. For references and circulars, please address Mrs. M. L. READ.

ELIZABETH COLLEGIATE SCHOOL.—A home for boys, Elizabeth, N. J.
REV. J. C. WYCKOFF.

THE BEST RECOMMENDATION—SONS OF former pupils at Yonkers Military Institute.

LAW SCHOOLS.

COLUMBIA COLLEGE LAW SCHOOL.—The sixteenth annual term of this Institution will commence at No. 8 Great Jones-st., corner Lafayette-place, on WEDNESDAY, Oct. 1, 1873. Graduates are admitted to the Bar without further examination. For catalogues or information, as to course of study, &c., address THEODORE W. DWIGHT, Professor, &c.

LAW SCHOOL OF THE UNIVERSITY OF THE CITY OF NEW-YORK, Hon. H. E. Davies, late Chief Justice of the Court of Appeals, President of the Law Faculty.—The next term begins Oct. 6, 1873. For circulars, &c., apply to W. R. MARTIN, Esq., No. 141 Broadway, or D. R. JAQUES, Secretary of Law Faculty, No. 25 Chambers-st.

AUCTION SALES.

ASSIGNEE'S SALE.

Personal estate of G. W. Rockwell, in bankruptcy, of the value of $30,000, will be sold on the premises, in the City of Erie, Penn., on SATURDAY, the 23d day of August, 1873, at 10 o'clock A. M. The lease and all the furniture of the Ellsworth House, consisting of a lease of the main building for the unexpired term of about two years and nine months, estimated by the bankrupt in his schedule to be worth the sum of $13,000. Furniture in the laundry, estimated at $400. In the engine-room, boiler, &c., at $700. In the store-room, $200. In the wash-room, $100. In the kitchen, $600. In the parlors, $800. In the office, $400. In the office hall, $50. Reading-room and main hall, $180. In the bed-rooms, sitting-rooms, &c., $15,600. Steam-pipes and fitting and miscellaneous, $775. A lease of rooms back and north of the Ellsworth House, from Baker, Ostheimer & Co., for seventeen months, from September, 1872. Lease from the executors of Charles M. Reed of rooms east of the Ellsworth House.

The above property is very desirable for any one wishing to engage in the business of hotel-keeping. The city of Erie is growing in business and importance very rapidly, and this is the principal hotel of the city, and has been filled with guests much of the time to overflowing, and cannot fail in competent hands to be a profitable investment.

TERMS OF SALE.

The above property will be offered as a whole, only reserving such portion as the bankrupt may be entitled to under his claim for exemption; but if a favorable bid shall not be obtained, the assignee reserves the right to sell the same in parcels at the time and place aforesaid.

The assignee will also receive proposals from persons who may wish to purchase the whole property at private sale, on a limited credit, but such private sale, if made, will be subject to the approval of the Judge of the District Court, on proof made to such Judge that the same will be for the best interest of the creditors.
T. S. WOODRUFF, Assignee.
ERIE, Penn.

EDWARD M. BROWN, Auctioneer.
BY BROWN & SECCOMB—THIS DAY, (FRIday,) Aug. 15, at 11 o'clock, within their store: 100 boxes Menton Lemons, ex Wyoming.

FURNITURE.

A. KIMBEL & J. CABUS, FURNITURE MANUfacturers and Decorators, will remove from Nos. 928 and 930 Broadway, to their spacious ware-rooms, Nos. 7 and 9 East 20th-st., opposite Lord & Taylor's.

ZERO REFRIGERATOR, WITH WATER-cooler—the best meat, fruit, ice, and health preserver in the world. Refrigerators repaired. Send for book. ALEX. M. LESLEY, No. 224 West 23d-st.

SHIPPING.

CUNARD LINE.

NOTICE.

With the view of diminishing the chances of collision, the steamers of this line will henceforth take a specified course for all seasons of the year.

On the outward passage from Queenstown to New-York or Boston, crossing meridian of 50 at 43 latitude, or nothing to the north of 43.

On the homeward passage, crossing the meridian of 50 at 42 latitude, or nothing to the north of 42.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK

*Cuba, Wednesday, Aug. 13	Samaria, Sat'day, Aug. 16
*Scotia, Wednesday, Aug. 20	Abyssinia, Sat'day, Aug. 23
*Algeria, Wed'day, Aug. 27	Batavia, Saturday, Aug. 30
*Russia, Wed'day, Sept. 3	Calabria, Sat'day, Sept. 6
*Java, Wednesday, Sept. 10	Parthia, Saturday, Sept. 13

Steamers marked thus * do not carry steerage passengers. And every following WEDNESDAY and SATURDAY from New-York. Cabin passage, $80, $100, and $130, gold, according to accommodation. Tickets to Paris, $15, gold, additional. Return tickets on favorable terms. Steerage, $30, currency. Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates. For freight and cabin passage apply at the Company's office, No. 4 Bowling-green. For steerage passage at No. 111 Broadway, Trinity Building.

CHAS. G. FRANCKLYN, Agent.

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:

CITY OF LONDON........Saturday, Aug. 16, 12 M.
CITY OF NEW-YORK.......Thursday, Aug. 21, 2 P. M.
CITY OF MONTREAL.......Saturday, Aug. 23, 2 P. M.
CITY OF BRISTOL........Thursday, Aug. 28, 9 A. M.
CITY OF CHESTER........Saturday, Aug. 30, 10 A. M.
CITY OF ANTWERP........Thursday, Sept. 4, 2 P. M.

and each succeeding SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.

CABIN, $70, $80, and $90, gold, according to accommodation. Round trip tickets at low rates.

STEERAGE, to Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30. Prepaid certificates, $32, currency.

Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark, and Paris, at reduced rates.

Drafts issued at lowest rates.

For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.

For Steerage Passage, at No. 33 Broadway.

JOHN G. DALE, Agent.

Or to

O'DONNELL & FAULK, No. 402 Chestnut-st., Philadelphia.

M. S. CREAGH, No. 102 State-st., Boston.

F. C. BROWN, No. 32 South Clark-st., corner Lake-st., Chicago.

WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL, CARRYING THE

UNITED STATES MAIL.

NEW AND FULL POWERED STEAM-SHIPS, sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

CELTIC..........SATURDAY, Aug. 16, at 11:30 A. M.
OCEANIC.........SATURDAY, Aug. 23, at 3 P. M.
REPUBLIC........SATURDAY, Aug. 30, at 10 A. M.
ADRIATIC........SATURDAY, Sept. 6, at 3 P. M.

From White Star Dock, Pavonia Ferry, Jersey City.

Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED, AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.

Rates—Saloon, $100, gold; steerage, $30, currency. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $32, currency.

Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.

J. H. SPARKS, Agent.

ANCHOR LINE.

Steamers sail from Pier No. 20 North River, New-York, EVERY WEDNESDAY AND SATURDAY

Anglia.......Sat., Aug. 16	Italia.......Wed., Sept. 3
Trinacria....Wed., Aug. 20	Australia....Sat., Sept. 6
California...Sat., Aug. 23	Olympia......Wed., Sept. 10
Caledonia....Wed., Aug. 27	Victoria.....Sat., Sept. 13
India........Sat., Aug. 30	Columbia.....Wed., Sept. 17

The passenger accommodations on steamers of this line are unsurpassed for elegance and comfort. Cabin state-rooms are all on upper deck, thus securing good light and ventilation.

RATES OF PASSAGE TO GLASGOW, LIVERPOOL, OR LONDONDERRY.

	Sat. Steamers. Gold.	Wed. Steamers. Currency.
Cabins	$75 and $65	$75 and $65
Cabin return tickets, securing best accommodations.	$130	$130

STEERAGE, $30, CURRENCY.

Tickets for passage to or from any sea-port or railway station in Great Britain, Ireland, or the Continent issued at lowest rates.

Drafts for any amount at current rates.

Company's Offices, No. 7 Bowling-green, New-York.

HENDERSON BROTHERS, Agents.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

PEREIRE..........DAURE....Saturday, Aug. 23
ST. LAURENT......ROUSSAN..Saturday, Sept. 6
EUROPE...........LEMARIE..Saturday, Sept. 20
VILLE DU HAVRE...SURMONT..Saturday, Oct. 4

PRICE OF PASSAGE IN GOLD (including wine) TO BREST OR HAVRE.

First cabin..........$125 | Second cabin..........$75

Excursion tickets at reduced rates.

These steamers do not carry steerage passengers.

American travelers going to, or returning from, the Continent of Europe, by taking this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense.

GEORGE MACKENZIE, Agent, No. 58 Broadway.

NOTE.—Railroad tickets between Paris and Vienna at reduced rates.

GREAT WESTERN STEAM-SHIP LINE.

NEW-YORK TO BRISTOL (Eng.) DIRECT.

Taking goods and passengers for London, Cardiff, Newport, Gloucester, and all ports in Bristol Channel.

THE STEAMERS OF THIS LINE WILL SAIL FROM PIER NO. 18 EAST RIVER, as follows:

ARRAGON, WESTERN.............Wednesday, Aug. 27
LAPLAND, JONES...............Wednesday, Sept. 3
GREAT WESTERN, STAMPER.......Saturday, Sept. 27
CORNWALL, GIBSON, to follow.

Cabin passage, $70 currency. Intermediate, $45 currency. Steerage, $30 currency.

Parties wishing to send for their friends can obtain prepaid certificates. Drafts for £1 and upward.

For freight or passage, apply to

E. E. MORGAN'S SONS, No. 70 South-st., New-York.

NATIONAL LINE OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL. FORTNIGHTLY TO LONDON DIRECT.

From Piers Nos. 44 and 47 North River.

TO QUEENSTOWN AND LIVERPOOL.

GREECE, THOMAS.......Saturday, Aug. 16, at 11 A. M.
EGYPT, GROGAN........Saturday, Aug. 23, at 3 P. M.
CANADA, WEBSTER......Saturday, Aug. 30, at 9:30 A. M.
SPAIN, GRACE.........Saturday, Sept. 6, at 3 P. M.

FOR LONDON DIRECT.

DENMARK, SUMNER......Friday, Aug. 15, at 10 A. M.

Cabin passage, $70, $80, $90, currency. Steerage, $29, currency. Return tickets at reduced rates. Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow, Cardiff, Bristol or London, at the lowest rates.

For further information, apply at the Company's office, No. 69 Broadway. F. W. J. HURST, Manager.

FOR LIVERPOOL.

(VIA QUEENSTOWN,)

CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steam-ships from PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY, as follows:

IDAHO, Capt. GUARD...................Aug. 20, 3 P. M.
MINNESOTA, Capt. T. F. FREEMAN.......Aug. 27, 9:30 A. M.
WISCONSIN, Capt. T. W. FREEMAN.......Sept. 3, 1:30 P. M.
NEVADA, Capt. FORSYTH................Sept. 10, 8:30 A. M.
MANHATTAN, Capt. JAS. PRICE, JR......Sept. 17, 2:30 P. M.
WYOMING, Capt. MORGAN................Sept. 24, 8 A. M.

Cabin passage, $80, gold.

Steerage passage, (Office No. 29 Broadway,) $30, currency.

For freight or cabin passage apply to

WILLIAMS & GUION, No. 63 Wall-st.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO CALIFORNIA, JAPAN, AND CHINA,

VIA PANAMA,

CARRYING MAILS, PASSENGERS, AND FREIGHT TO

ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Aug. 20.—Steamer OCEAN QUEEN, Capt. SEABURY, will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer ALASKA, Capt. NOLEN, leaving Panama for San Francisco, and calling at Acapulco, Mazatlan and Manzanillo; also connecting for all Central American and South Pacific Ports. Departures of 20th each month from New-York connect with the Company's steamer touching at San Benito, Tonala, Salina Cruz, and Port Angel. The steam-ship COSTA RICA will leave San Francisco on Aug. 23, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco Sept. 1, 1873, for Japan and China. For rates of passage, freight, and all further information, apply at Company's office on the pier, foot of Canal-st.

H. J. BULLAY, Sup't. GEO. H. BRADBURY, Pres't.

FOR ST. THOMAS AND BRAZIL.

RATES OF FREIGHT REDUCED.

UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.

SOUTH AMERICA, Capt. TINKLEPAUGH.........Aug. 23
ONTARIO, Capt. SLOCUM....................Sept. 23
MERRIMACK, Capt. WEIR....................Oct. 23

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent, No. 5 Bowling-green, New-York.

NEW-YORK AND HAVANA DIRECT MAIL LINE.

These first-class steam-ships will sail every TUESDAY, at 3 P. M., from Pier No. 13 North River, (foot of Cedar-st.,) for Havana direct, as follows:

Steam-ship COLUMBIA, TUESDAY, Aug. 19.
Steam-ship WILMINGTON, TUESDAY, Aug. 26.
Steam-ship MORRO CASTLE, TUESDAY, Sept. 2.

For freight or passage (having magnificent accommodations) apply to WM. P. CLYDE & CO., No. 6 Bowling-green.

D. McKELLAR, Agent in Havana.

March 31, 1873.

UNITED STATES PASSPORT BUREAU.—United States passports, indispensable to travelers, issued by J. B. NONES, Passport Agent, No. 91 Duane-st., corner Broadway.

SHIPPING.

CARDIFF LINE.

NEW-YORK TO CARDIFF.

The South Wales Atlantic Steam-ship Company's New, First-Class, Full-Powered Clyde-Built Steam-ships

Will sail from Pennsylvania Railroad Wharf, Jersey City:

PEMBROKE.............Aug. 23
GLAMORGAN............Sept. 13
PEMBROKE.............Oct. 4
GLAMORGAN............Oct. 25

Carrying goods and passengers at through rates from all parts of the United States and Canada to ports in the Bristol Channel, and all other points in England.

These steam-ships, built expressly for the trade, are provided with all the latest improvements for the comfort and convenience of

CABIN AND STEERAGE PASSENGERS.

First Cabin.........$75 and $80 currency.
Second Cabin........$55 currency.
Steerage............$30 currency.
Prepaid steerage certificates from Cardiff.........$33

Drafts for £1 and upward.

For further particulars apply in Cardiff at the Company's Offices, No. 1 Dock Chambers, and in New-York to

ARCHIBALD BAXTER & CO., Agents, No. 17 Broadway.

FOR SAVANNAH, GA.

THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA, AND ATLANTIC AND GULF RAILROAD.

TUESDAYS, THURSDAYS, AND SATURDAYS.

THE STEAM-SHIPS

MONTGOMERY, Capt. FAIRCLOTH, SATURDAY, Aug. 16, from Pier No. 13 North River, at 3 P. M.

R. LOWDEN, Agent, No. 93 West-st.

SAN SALVADOR, Capt. NICKERSON, SATURDAY, Aug. 16, from Pier No. 43 North River, at 3 P. M.

WM. R. GARRISON, Agent, No. 5 Bowling-green.

LEO, Capt. DEARBORN, TUESDAY, Aug. 19, from Pier No. 16 East River, at 3 P. M.

MURRAY, FERRIS & CO., Agents, No. 62 South-st.

HERMAN LIVINGSTON, Capt. MALLORY, THURSDAY, Aug. 21, from Pier No. 43 North River, at 3 P. M.

WM. R. GARRISON, Agent, No. 5 Bowling-green.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with Central Railroad of Georgia to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

C. D. OWENS, Agent A., G. & G. R. R., No. 229 Broadway.	GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE,

FOR CHARLESTON, S. C., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

Sailing every WEDNESDAY and SATURDAY at 3 P. M., from Pier No. 29 North River.

GEORGIA, Capt. CROWELL, Wednesday, Aug. 13.

CHARLESTON, Capt. JAMES BERRY, on Saturday, Aug. 16.

Superior accommodations for passengers.

Insurance by this line ONE-HALF PER CENT.

Goods forwarded free of commission.

Passage tickets and bills of lading issued and signed at the office of

JAMES W. QUINTARD & CO., Agents, No. 177 West-st., (corner of Warren,)

Or WM. P. CLYDE, No. 6 Bowling-green.

Through freight tariffs. Passage tickets by all routes and to all points in the South and South-west, and further information can be obtained at the office of

BENTLEY D. HASELL, General Agent Great Southern Freight Line, No. 317 Broadway.

ATLAS MAIL LINE.

MAIL SERVICE FOR WEST INDIES, HAVANA, VENEZUELA, AND SPANISH MAIN.

The Company's iron screw steamers are appointed to sail as follows: (Loading berth Pier No. 12 North River.)

For Turk's Island and Jamaica,

ATLAS, (new,) Capt. PORTER, Aug. 7.

For Port-au-Prince, Savanilla, and Carthagena,

CLARIBEL, Aug. 9.

For freight and passage apply to PIM, FORWOOD & CO., General Agents, No. 56 Wall-st. and No. 59 Pine-st.

DIRECT LINE TO HAVANA, PROGRESO AND VERA CRUZ.

New-York and Mexican Mail Steam-ship Line, leaving Pier No. 3 North River, at 3 P. M., every Thursday.

CITY OF MEXICO, (Havana and Mexico) 12 M., Saturday, Aug. 16.

CITY OF MERIDA, (Havana only)..........Aug. 21
CITY OF HAVANA (Havana only)...........Aug. 28

For freight or passage apply to

F. ALEXANDRE & SONS, No. 33 Broadway.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition, and an infinity of annoyances to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'Alger, near the Tuileries Garden, Paris.

STEAM-BOATS.

NARRAGANSETT STEAM-SHIP COMPANY. FALL RIVER LINE

FOR BOSTON, via NEWPORT and FALL RIVER, Daily, (Sundays included,) at 5 P. M.

om Pier No. 28 North River, foot Murray-st.,

The world-renowned steamers

BRISTOL and PROVIDENCE.

Capt. A. G. SIMMONS. Capt. B. M. SIMMONS.

The most direct route to Taunton, Middleboro, Plymouth, New-Bedford, Martha's Vineyard, Nantucket, and all points on the South Shore and Cape Cod Railway. Also, through tickets to the WHITE MOUNTAINS, and all principal points of New-England and the Provinces. For tickets and state-rooms, apply at No. 241 Broadway; No. 529 Broadway, corner Spring; Broadway, corner 23d-st.; Dodd's Express offices, No. 944 Broadway; and No. 10 Court-st., Brooklyn, or at the office on the pier.

HALL'S BANDS ENGAGED FOR THE SEASON.

A. P. BACON, Superintendent.

H. H. MANGAM, General Freight Agent.

FOR ASTORIA, HARLEM, MORRISANIA, AND HIGH BRIDGE.

SUMMER ARRANGEMENTS.

STEAM-BOATS MORRISANIA AND HARLEM WILL LEAVE

MORRISANIA—6:05, 7:20, 8:15, 9:20, 10:15, 11:45 A. M.; 1:15, 2:45, 4:15, 5:15, and 6:10 P. M.

FULTON SLIP—7:15, 8:15, 9:15, 10:25, 11:45 A. M.; 1:30, 3:05, 4:15, 5:15, 6:20, and 7:05 P. M. Landing at 8th-st. All boats connect with steamer Catlin for High Bridge.

C. H. LONGSTREET, Superintendent.

DAILY EXCURSION TO GLEN COVE AND SEA CLIFF GROVE.—On and after July 1 steamer ARROWSMITH leaves Pier 36, East River, one slip above Catherine Ferry, daily, (Sundays excepted,) at 9:15 A. M., for Sea Cliff only, and 5 P. M. for Glen Cove, Pavilion Dock, and Sea Cliff, touching at 33d-st. 15 minutes later each trip. Returning from Glen Cove, Pavilion Dock, at 7:04 A. M., and Sea Cliff at 7 o'clock A. M., and 2:30 P. M. Single fare, 35 cents. Freight received during the day until 4:45 P. M.

ALBANY AND TROY $2, SARATOGA $3 50, BY DAY LINE BOATS C. VIBBARD and DANIEL DREW. Leave Vestry-st. Pier at 8:30 A. M., and 23d-st., north of Erie Ferry, at 8:45, landing at Yonkers, Tarrytown and Nyack, (by ferry-boat,) Milton, Poughkeepsie, Rhinebeck, Tivoli, Catskill, and Hudson, connecting for all points West and North. Trip tickets to West Point, Cornwall, and Newburg, returning same day, $1. Tickets by special cars and baggage checked to Saratoga and Sharon.

SUNDAY MORNING BOAT FOR NEWBURG AND IONA ISLAND.—Fare, 50 cents.—The fast steamer THOMAS COLLYER will leave from Harrison-street pier every SUNDAY MORNING at 8 o'clock, landing at Christopher-st. at 8:15; 23d-st., 8:30, landing at Yonkers, Hastings, Dobb's Ferry, Sing Sing, Haverstraw, Iona Island, Cozzens', West Point, and Cornwall. Returning, will leave Newburg at 2 o'clock, arriving in New-York at 6:45.

HARTFORD BOATS—DAILY LINE.—LEAVE Pier No. 24 Peck-slip, East River, daily, (except Sundays,) at 4 o'clock P. M. All persons are forbid trusting any one on account of these steamers.

W. H. GOODSPEED, Vice President.

SAXTON & SEABURY, Freight Agents, No. 112 South-st. JUNE 1, 1873.

TOURISTS' ROUTE TO HALIFAX AND THE PROVINCES via new steam-ship FALMOUTH, from Portland. Tickets and information furnished at the office of the FALL RIVER, NORWICH, and STONINGTON LINES. EXCURSION tickets to Halifax and return, $22.

REGULAR CONEY ISLAND BOAT.—DAILY Excursions to the Sea-shore. The steamer GENERAL SEDGWICK will leave Christopher-st., N. R., at 9:15 A. M., 12:15, 3:15 P. M.; Franklin-st. at 9:20, 12:20, 3:20; Pier No. 6 N. R. at 9:30, 12:30, 3:30.

EAST RIVER ROUTE TO CONEY ISLAND.—Steamer METAMORA leaves daily, 8th-st., East River, at 9:30 A. M., 12:30 and 3:30 P. M.; Pier 27 E. R., 9:50 A. M., 12:50 and 3:50 P. M.; Fulton Ferry, Martin's Pier, Brooklyn, 10 A. M., 1 and 4 P. M.

RONDOUT AND KINGSTON—LANDING AT Cozzens', Cornwall, Newburg, Marlborough, Milton, Poughkeepsie and Esopus. The steam-boats THOMAS CORNELL and JAMES W. BALDWIN leave Harrison-st., Pier No. 34 North River, daily, at 4 o'clock P. M.

FOR GLEN COVE AND ROSLYN—LANDING at Baylis' Dock, (Fort Schuyler,) Great Neck, Sand's Point, Glen Wood.—Steamer SEAWANHAKA leaves New-York daily, (Sundays excepted,) from Pier No. 24 East River, (Peck-slip,) at 4 P. M., stopping at 33d-st., each way, for passengers only.

AFTERNOON BOAT FOR NEWBURG, Poughkeepsie, Rondout, and Kingston, landing at Cozzens, West Point, Cornwall, New-Hamburg, and Milton, the MARY POWELL, from Vestry-st., Pier No. 39, every afternoon, at 3:30 o'clock.

FORT LEE, PLEASANT VALLEY, AND SHADY SIDE steamers leave daily from Spring-st. at 10 A. M., 2, 5:10, and 7 P. M., landing at 23d-st. ten minutes later. Sunday time from Spring-st., 9:30, 10, and 11 A. M.; 1, 2, and 2:30 P. M., landing at 23d-st. Fare, 15 cents.

FOR STAMFORD AND GREENWICH.—THE beautiful steam-boat NELLY WHITE leaves foot of Market-street every afternoon at 3:30, and 33d-st. at 3:45 o'clock. Returning, leaves Stamford at 7, and Greenwich at 7:35 o'clock A. M.

FOR NORWALK AND DANBURY.—THE new steamer AMERICUS leaves daily, foot of Market-st., East River, at 3:15, and 33d-st. at 3:30 P. M., connecting with the Danbury Railroad; cool, invigorating sail; no dust, and about half railroad fare.

FOR BRIDGEPORT AND ALL POINTS ON Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 12 noon and 11 P. M.

STEAMBOATS.

STONINGTON LINE

TO BOSTON AND PROVIDENCE.—DAY LINE.

The entirely new and magnificent steamer RHODE ISLAND, 3,000 tons, is now running daily, (Sundays excepted,) from Pier foot 23d-st., East River, at 2:30 P. M.

Steamer SYLVAN GLEN, from Peck-slip at 2:10 P. M., connects with the RHODE ISLAND, Dry Dock cars from Astor House, Avenue C cars from Chambers-st., and Twenty-third-street cars run direct to above pier.

NIGHT LINE.—Daily, except Sundays, from Pier No. 33 North River, at 5 P. M., steamers STONINGTON and NARRAGANSETT.

Tickets sold at all the principal railroad offices, and state-rooms secured at No. 319 Broadway, corner Thomas-st., and Westcott Express Company's office, No. 785 Broadway, corner 10th-st.; No. 1,302 Broadway, No. 595 6th-av., corner 35th-st.; No. 7 Park-place, and No. 327 Washington-st., Brooklyn.

D. S. BABCOCK, President.

STEAMER RHODE ISLAND,

From foot 23d-st., East River.

EXCURSION

Tickets to Stonington and return same trip for $3.

CITIZENS' LINE FOR TROY.

Passage $1 50. The elegant steam-boats SUNNYSIDE and POWELL leave Pier No. 49 North River, foot of Leroy-st., daily, Saturdays excepted, at 6 o'clock P. M., connecting with morning trains on Rensselaer and Saratoga, New-York Central, and Troy and Boston Railroads for all points north, east, and west. The most direct route to Saratoga, Lake George, and Montreal. Through tickets sold and baggage checked to destination.

JOSEPH CORNELL, Superintendent.

STEAMER SEA BIRD, FOOT OF FRANKLIN-st., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Friday, 15th.....9:00 A. M.	Friday, 15th.....1:30 P. M.
Saturday, 16th..10:00 A. M.	Saturday, 16th....2:30 P. M.
Sunday, 17th.....9:30 A. M.	Sunday, 17th......3:30 P. M.
Monday, 18th....11:30 A. M.	Monday, 18th......4:00 P. M.
Tuesday, 19th....3:00 P. M.	Wednesday, 20th..6:30 A. M.
Wednesday, 20th.3:00 P. M.	Thursday, 21st....7:00 A. M.
Thursday, 21st...3:00 P. M.	Friday, 22d.......7:00 A. M.
Friday, 22d......3:00 P. M.	

STEAMER HELEN, FOOT OF FRANKLIN-ST., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Saturday, 9th....2:00 P. M.	Monday, 11th...6:30 A. M.
Monday, 11th.....3:30 P. M.	Tuesday, 12th...6:30 A. M.
Tuesday, 12th..11:30 A. M.	Wed'day, 13th...7:00 A. M.
Wed'day, 13th..12:30 P. M.	Thursday, 14th..7:30 A. M.
Thursday, 14th...1:00 P. M.	Friday, 15th....8:00 A. M.
Friday, 15th.....2:00 P. M.	Saturday, 16th..8:30 A. M.
Saturday, 16th...3:00 P. M.	Monday, 18th....6:00 A. M.
Monday, 18th.....3:00 P. M.	

REGULAR SUNDAY MORNING BOAT FOR Newburg, landing at Yonkers, West Point, Cold Spring, Cornwall, and Iona Island.

The favorite steam-boat JESSE HOYT, Capt. JAMES SHERMAN, leaves Fulton Ferry, Brooklyn, at 8 A. M.; Christopher-st., North River, 8:30; 24th-st., North River, at 9 o'clock A. M.

Fare for the excursion, $1.

FOR CATSKILL.

THE FLOATING PALACE, NEW CHAMPION, Leaves Franklin-st. every MONDAY, WEDNESDAY, and FRIDAY, at 6 P. M. Propeller ANDREW HARDEN opposite days, at 5 P. M.

BUY TICKETS TO PROVIDENCE AND BOSTON, via NEPTUNE LINE, Pier No. 27 North River; fare $4 25, cabin; $3 25, deck. No midnight changes.

ISAAC ODELL, Agent.

NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., (except Sundays,) connecting with road.

RAILROADS.

PENNSYLVANIA RAILROAD.

Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:

Express for Harrisburg, Pittsburg, the West, and South, with Pullman Palace Cars attached, 9:30 A. M., 5, 7, and 8:30 P. M. Sunday, 5, 7, 8:30 P. M.

For Baltimore, Washington, and the South, via "Pennsylvania Air Line," at 8:50 A. M. 3:20 and 9 P. M. Sunday, 9 P. M., and via P. W. and B. R. R., at 9 A. M., 12:30 and 9 P. M. Sunday, 9 P. M.

Express for Philadelphia, 8:50, 9, 9:30 A. M., 12:30, 3:20, 4, 5, 7, 8:30, 9 P. M., and 12 night. Sunday, 7, 8:30, and 9 P. M.

For Philadelphia, via Kensington, at 7 A. M., 6:10 P. M. Sunday, 6:10 P. M. Emigrant and 2d class, 7:05 P. M.

For Newark at 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:10, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8, 8:30, 9, 10, 11:30 P. M., and 12 night. Sunday 5:20, 6:10, 8, 8:30, and 9 P. M.

For Elizabeth, 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7:30, 8, 8:30, 9, 10, 11:30 P. M., and 12 night. Sunday, 5:20, 6:10, 7, 8, 8:30, and 9 P. M.

For Rahway, 6, 6:30, 7, 7:40, 8:10, 9, 9:30, 10 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8, 10 P. M., and 12 night. Sunday, 5:20, 6:10, and 7 P. M.

For Woodbridge and Perth Amboy, 6 and 10 A. M., 2:30, 3:30, 4:30, and 6 P. M.

For New-Brunswick, 7 and 8:10 A. M., 12 M., 2, 3, 4:10, 5:20, 6:10, 8:30, 9 P. M., and 12 night. Sunday, 6:10, 8:30, and 9 P. M.

For East Millstone, 8:10 A. M., 12 noon, 4:10, 5:20 P. M.

For Lambertville and Flemington, 9 A. M. and 2 P. M.

For Phillipsburg and Belvidere, 2 and 4 P. M.

Accommodation for Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 12:30, 2, 4, 5, and 7 P. M.

For Freehold, 7 A. M., 2 and 4 P. M.

For Jamesburg, Pemberton, Camden, 6 A. M., and via boat from Pier No. 1, 3:50 P. M.

Trains arrive as follows: From Pittsburg, 6:50, 10:25 A. M., 6:35 P. M., daily; 5:22, 10:15 A. M., and 3:55 P. M. daily, except Monday. From Washington and Baltimore, via "Pennsylvania Air Line," 6:40 A. M., 4:05 and 9:15 P. M. Sundays, 6:40 A. M.; and via P. W. and B. Railroad 6:40 A. M., 4:35 and 10:13 P. M. Sunday. 6:40 A. M.

From Philadelphia, 5:22, 6:40, 6:50, 10:15, 11:20, 11:55 A. M.; 2:15, 3:55, 4:35, 6:05, 7:25, 9:15, 10:13 P. M. Sunday, 5:22, 6:40, 6:50, 10:25, 11:20 A. M.; 3:55, 10:13 P. M.

Ticket-offices, Nos. 526, 435, 271, and 944 Broadway; No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant ticket-office, No. 8 Battery-place.

A. J. CASSATT, General Manager. D. M. BOYD, Jr., General Passenger Agent.

CENTRAL RAILROAD OF NEW-JERSEY

ALLENTOWN LINE TO THE WEST.

Passenger and Freight station in New-York, foot of Liberty-st. Connects at Somerville with South Branch Railroad; at Hampton Junction with Delaware, Lackawanna and Western Railroad; at Phillipsburg with Lehigh and Susquehanna Division; also, with Lehigh Valley Railroad. Direct line to Harrisburg, Pittsburg, and the West; also, to Central Pennsylvania and New-York State.

SUMMER ARRANGEMENT.

Commencing June 30, 1873.—Leave New-York as follows:

4:30 A. M.—News train for Easton, Bethlehem, Allentown, Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Sharon, &c.

6:00 A. M.—Way train for Somerville.

7:00 A. M.—Way train for Flemington, Easton, Belvidere, Bath, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Tunkhannock, Towanda, Waverly, &c. Connects at Junction with Delaware, Lackawanna and Western Railroad.

9:00 A. M.—Morning Express, daily, (except Sundays,) for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington; at Easton for Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Towanda, Waverly, &c., with through cars to Danville, Williamsport, &c.

10:15 A. M. and 12:00 M.—Way trains for Somerville.

12:50 P. M.—Express for Flemington, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.

2:30 P. M.—Way train for Easton, Allentown, and Belvidere.

3:30 P. M.—Way train for Plainfield.

4:00 P. M.—Way train for Easton, Allentown, and Mauch Chunk. Connects at Junction with Delaware, Lackawanna and Western Railroad.

4:30 P. M.—Way train for Somerville and Flemington.

5:00 P. M.—Way train for Somerville.

5:15 P. M.—Way train for Plainfield.

5:30 P. M.—Evening Express, daily for Easton, Belvidere, Allentown, Reading, Harrisburg, Pittsburg, Chicago, &c.

6:00 and 7:00 P. M.—Way train for Somerville.

7:30 P. M.—(Emigrant)—For Easton.

9:15 and 11:30 P. M.—Way trains for Plainfield.

For Elizabeth at 4:30, 5:30, 6, 6:20, 6:45, 7, 7:30, 8, 8:45, 9, 9:30, 10:15, 11, 11:45 A. M.; 12 M.; 12:50, 1, 2, 2:30, 3, 3:30, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:20, 7, 7:30, 7:45, 8:20, 9:15, 10:30, 11:30, 12 P. M.

R. E. RICKER, Superintendent and Engineer.

H. P. BALDWIN, General Passenger Agent.

SOUTH-SIDE RAILROAD OF LONG ISLAND.

Trains depart and arrive at Roosevelt and Grand-street Ferries, New-York:

Depart.		Arrive.
8:10 A. M.	Mail for Patchogue, connecting Rockaway and Hempstead	6:05 P. M.
9:40 A. M.	Rockaway Express	6:52 P. M.
10:40 A. M.	Islip Accommodation, connect Hempstead and Rockaway Beach	4:30 P. M.
1:40 P. M.	Babylon Acc'n, connect Hempstead and Rockaway Beach	10:35 P. M.
3:40 P. M.	Babylon Express, connect Hempstead and Rockaway Beach	9:45 A. M.
4:10 P. M.	Fire Island and Patchogue Ex.	10:05 A. M.
4:40 P. M.	Patchogue Acc'n, connecting Rockaway and Hempstead	9:00 A. M.
5:10 P. M.	Hempstead and Rockaway Ex.	8:40 A. M.
5:40 P. M.	Islip Acc'n, connecting Hempstead and Rockaway	8:05 A. M.
6:40 P. M.	Babylon Acc'n, connecting Hempstead and Rockaway	6:46 A. M.
9:30 A. M.	Sundays only, from Bushwick-av. for Patchogue, Hempstead, and Rockaway Beach, arriving at Bushwick at	7:00 P. M.

Baggage checked at Roosevelt and Grand-street Ferries, New-York; or South 8th-st., Brooklyn.

L. S. CANFIELD, Superintendent.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.

Passenger Station in New-York, Grand Central Depot. Entrance on 42d-st.

TRAINS LEAVE NEW-YORK.

Boston Express via Springfield, at 8:05 and 10 A. M. 3 and 8:05 P. M., via Shore Line at 1 and 9:07 P. M.

Trains for New-Haven leave at 7:05, 8:05, (Ex.,) 9:05, 10, (Ex.,) A. M.; 12 M.; 1, (Ex.,) 3, (Ex.,) 3:55, 4:35, and 5:10, (Local Ex.,) 8:05, (Ex.,) 9:07, (Ex.,) P. M.

To South Norwalk at 3:15 (Ex.) and 6:35 P. M.

To Stamford at 10:10 A. M., 2:20, 3:15, 4:45, 5:40, 6, and 7:20 P. M.

The 8:05 P. M. Express stops at New-Rochelle and Port Chester, and the 9:07 P. M. Express at Mount Vernon, Mamaroneck, and Rye.

Sunday Boston Mail Trains at 7:05 P. M. via Springfield, and 9:07 P. M. via Providence.

Drawing-room Cars on Day Express and Sleeping-cars on Night Express Trains.

Tickets can be purchased at ticket office of Company at Grand Central Depot, or at offices of New-York Transfer Company, No. 944 Broadway, New-York, and No. 1 Court-st., Brooklyn, who will also check baggage from residence to destination.

For further information of particulars see posters at hotels and depots.

JOHN T. MOODY, Sup't of N. Y. and N. H. Div.

NEW ROUTE TO BABYLON AND FIRE ISLAND

VIA

FLUSHING AND NORTH-SIDE RAILROAD.

Trains leave Hunter's Point for above places at 9 and 11 A. M. and 2:30, 4, (express,) 5, (express,) 5:30, and 6:30 P. M.

Trains leave Babylon at 6:20, 8:20, (express,) 8:30, 10:32 A. M., and 3:55 and 5:40 P. M.

Time by express train, 1 hour 10 minutes.

Time by accommodation train, 1 hour 30 minutes.

Ferry-boats leave foot of East 34th-st., New-York, fifteen minutes before train time, and leave James-slip, foot of Chambers-st., East River, thirty minutes before train time.

Trains leaving Hunter's Point at 9 A. M. and 4 P. M. connect with boats for Fire Island.

Trains leaving Babylon at 8:20 A. M., and 3:55 P. M. connect with boats from Fire Island.

Aug. 4, 1873. G. H. SHARP, Train Dispatcher.

RAILROADS.

WICKFORD RAILROAD ROUTE TO NEWPORT, R. I.—Leave Grand Central Depot, via New-Haven Railroad at 8:05 A. M. and 1 P. M.

The 1 o'clock train carries drawing-room cars and reaches Newport in seven hours and ten minutes.

THEODORE WARREN, Superintendent, Newport, R. I.

SITUATIONS WANTED.

FEMALES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES

At the "Times" Up-Town Office, No. 54½ West 32d-st., junction Broadway and 6th-av.

And the "Times" West-Side Office, No. 308 West 23d-st., corner of 8th-av.

NO EXTRA CHARGE WHATEVER.

A LADY WHO HAS HAD MANY YEARS' experience in managing a large household, desires a situation as housekeeper in a first-class family, or in a ladies' school; highest reference given. Address Mrs. HOOD JENNINGS, Niagara Falls, N. Y.

ALL FAMILIES WISHING FIRST-CLASS HELP, all nationalities, any capacity, City or country, with first-class references, apply at WALKER'S, No. 138 6th-av., over drug-store.

COOK, WASHER, AND IRONER.—BY A RESPECTABLE and competent Protestant woman in a private family; is a good cook and a thorough laundress; is willing and obliging, and understands her work thoroughly; has unexceptionable references; understands milk and butter; no objection to a short distance in the country. Can be seen at No. 138 6th-av., over drug-store.

COOK, WASHER AND IRONER.—BY A COMPETENT young woman, who will be well recommended by her last employer; makes excellent bread, biscuits, pastries, &c., and is an excellent meat cook in every respect; does washing and ironing first class. Call at No. 138 West 11th-st., corner 6th-av.

COOK.—BY A MOST EXCELLENT ENGLISH WOMAN as cook; thoroughly understands cooking in all its branches; boning, larding; is an excellent baker, and makes desserts; moderate wages. Call at No. 621 6th-av., between 36th and 37th sts.

COOK, &c.—BY A VERY CAPABLE, NEAT, ENGLISH woman, in a private family, to cook, wash, and iron, or do the general work; is willing to go to the country if desired; can make good bread; has reference. Call at No. 106 6th-av., over blue store.

COOK.—BY A NEAT, INDUSTRIOUS GIRL TO DO cooking, washing, and ironing, or general housework; will be found a respectful, intelligent, and economical servant, good cook, and an excellent washer and ironer. Call at No. 111 Atlantic-st., Brooklyn.

COOK.—BY A RESPECTABLE WIDOW, AS FIRST-class cook and housekeeper in a widower's family; is thoroughly experienced; first-class City reference. Can be seen at No. 169 West 22d-st.

COOK.—A NEAT, TIDY YOUNG WOMAN TO COOK, wash, and iron for small family, or to do cooking alone; good reference. Call at No. 220 West 27th-st., first floor.

COOK, WASHER, AND IRONRR.—BY A RESPECTABLE German girl to cook, wash, and iron, or to do general house-work. Call at No. 127 Norfolk-st., first floor, Room No. 1.

COOK, WASHER AND IRONER.—BY A GOOD German girl. Apply at No. 93 Houston-st.

HOUSEKEEPER.—BY A YOUNG LADY AS first-class housekeeper; is an excellent manager. Call at No. 162 West 32d-st.

HOUSEKEEPER.—BY A YOUNG ENGLISH LADY as first-class housekeeper; an excellent manager. Call at No. 162 West 32d-st.

HOUSE-WORK.—BY A RESPECTABLE AND competent young woman in a private family; has excellent City references; is a good cook and a thorough laundress; understands her work thoroughly; is willing and obliging; understands milk and butter; no objection to the country. Can be seen at No. 138 6th-av., over drug-store.

HOUSE-WORK.—BY A COMPETENT AND RELIABLE young woman, in a private family; is a good cook and thorough laundress; is willing and obliging; has unexceptionable references; understands her work thoroughly; no objections to the country. Can be seen at No. 138 6th-av., over drug-store.

HOUSE-WORK.—BY A SWEDISH GIRL IN A good family to do the general work; can cook well, and is a good laundress; city or country. Call at No. 106 6th-av., over blue store.

HOUSE-WORK.—BY A RESPECTABLE YOUNG girl to do general house-work in a small private family; good City reference. Call at present employer's, No. 252 8th-av., between 23d and 24th sts.

LADY'S MAID.—BY A GERMAN PROTESTANT young woman, as lady's maid and seamstress; can dress hair, make ladies' and children's clothing, assist with children; speaks French, German, and English; would go to the country; City reference. Apply at A. Pelton & Co.'s, No. 645 6th-av., near 38th-st.

LAUNDRESS.—BY A COMPETENT LAUNDRESS; understands all kinds of ladies' fineries and gents' linens; does puffing and fluting; thoroughly understands her business; best City reference. Apply at A. Pelton & Co.'s, No. 645 6th-av.

LAUNDRESS.—BY A RESPECTABLE YOUNG GIRL as thorough laundress; does puffing, fluting, fineries and linens in superior style; best City reference. Call at No. 488 6th-av., fourth floor, back room.

LAUNDRESS.—COUNTRY PREFERRED IN THE Eastern States; best City references given. Call for three days at No. 51 Broad-st., St. Jos. and D. C. R. R. Co.

NURSE.—BY A MIDDLE-AGED WOMAN, FULLY competent in taking charge of an infant from its birth or growing children; is neat and obliging; moderate wages; no objection to the country; can give the best of references. Call at No. 621 6th-av., between 36th and 37th sts.

NURSE.—BY A PROTESTANT YOUNG WOMAN AS thorough infant's nurse; is capable of taking sole charge and of bringing it up by the bottle; excellent City reference given; no objection to the country. Can be seen at No. 109 West 15th-st., rear house, near 6th-av.

NURSE, &c.—BY A WELL-RECOMMENDED GERMAN girl, to take care of children, or as chambermaid. Call at No. 127 Norfolk-st., first floor, Room No. 1.

SEAMSTRESS.—BY A RESPECTABLE WOMAN as seamstress, and understands hair-dressing and dress-making; no objection to the country or to travel with a family. Call at No. 340 East 21st-st.

WAITRESS.—BY A RESPECTABLE MIDDLE-aged Protestant woman as first-class waitress in a private family; is thoroughly competent and well recommended. Apply at Bedell's, Nos. 340 and 342 4th-av.

MALES

COACHMAN AND PLAIN GARDENER—Cook, &c.—By a man and wife, no children; man is a good coachman and groom; also can milk, take care of poultry, cows, and do gardening; wife is a good cook; also a nice washer and ironer, and can do general house-work; good recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN.—BY A YOUNG MAN FROM ENGland, in the country, as coachman and groom; understands his business thoroughly, and will be found willing and obliging; can give first-class references. Address for two days C. C., *Times* Up-town Office, No. 54½ West 32d-st.

COACHMAN.—BY A FIRST-CLASS MAN, (GERman;) understands the care and management of horses and carriages; is a careful driver; sober, honest, and industrious; best City references from last and former employers. Call or address M. H., Coachman, No. 208 West 32d-st.

COACHMAN.—BY A RESPECTABLE MARRIED man as coachman and gardener; understands his business thoroughly; six years in his last place; can furnish the best City reference from his last employer. Call or address for two days seed-store, No. 15 John-st., New-York.

COACHMAN.—A GENTLEMAN WISHES TO PROcure a situation for his coachman; has been with present employer six years; is sober, honest, trustworthy; careful driver, and one of the best horsemen in the country. Address E. K., Box No. 230 *Times* Office.

COACHMAN.—BY A FIRST-CLASS COACHMAN; thoroughly understands his duties; long experience in the treatment of horses; can break and train young horses to saddle or harness; Unexceptionable City reference. Address E. L., *Times* Up-town office, No. 54½ West 32d-st.

COACHMAN AND GARDENER.—BY A GERman Protestant man who is a good driver and groom, and can do plain gardening, milk, mow lawn, tend furnace, and do other work about a place; best recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN, FARMER, &c.—BY A GERMAN, aged twenty-three years; can take care of and drive horses, do plain gardening, milk, and all parts of farm-work; good recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN AND GARDENER.—BY A REspectable man, who can take care of horses and cattle, drive, do plain gardening, mow lawn, edge walks, milk, &c.; good recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN.—BY A RESPECTABLE MAN AS coachman; is a good, careful driver, and understands horses thoroughly; is willing to do some gardening; has good City and country references. Apply at Bedell's, No. 340 4th-av.

COACHMAN, FARMER, &c.—BY A GERMAN, aged twenty-three years; can take care of and drive horses, do plain gardening, milk, and all parts of farm-work; good recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN—COOK.—BY A MAN AND WIFE, without incumbrance; the man as coachman or gardener, the wife as cook or laundress. Can be seen from 10 till 12, Thursday morning, at No. 19 Greenwich-av., opposite Jefferson Market, New-York.

COACHMAN AND GROOM.—BY AN ENGLISHman; will be found a thorough, competent man in every respect; has good City references. Address for two days, W. C., private stables, No. 131 East 18th-st., New-York.

COACHMAN.—CAN BE HIGHLY RECOMMENDED for sobriety, honesty, and capability. Call or address P. C., No. 45 West 30th-st.

EMPLOYMENT WANTED BY A SMART, willing, industrious young man; three months landed; can make himself generally useful on a gentleman's place; best reference for same; a home more object than wages. Address for two days, W. Burke, No. 331 West 41st-st.

FARMER—DAIRY, &c.—HOUSE-WORK.—By a respectable married couple; man is experienced in all branches of farm-work, butter, cheese-making, &c.; wife is a good cook, washer, and ironer; can milk and do all branches of house-work; good recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

GARDENER AND FARMER.—BY A SCOTCHman who understands all branches of kitchen and flower gardening, green-house, graperies, farm-work, milking, taking care of cattle and horses; driving; has five years' reference from last employer. Can be seen at Carpenter's, No. 138 West 11th-st., corner of 6th-av.

GARDENER.—BY A MARRIED MAN, WHO THORoughly understands the care of fruit, flowers, and all kinds of vegetables, and can give nine years' reference from last employer; can be seen for three days. Address A. Kelly, Riverdale Post-office.

WAITER.—BY AN EXPERIENCED FRENCH waiter; speaks English thoroughly; has unexceptionable City reference, which will bear the strictest investigation, as to his abilities and general character. Address H. C., *Times* Up-town Office, No. 54½ West 32d-st.

SITUATIONS WANTED.

MALES.

WAITER.—BY AN ENGLISHMAN, AS WAITER IN a private family; good City references. Address A. N., No. 163 East 27th-st.

HELP WANTED.

A. T. STEWART & CO. WANT A FEW ENergetic men for the various departments of their retail store; only experienced, first-class hands need apply, by letter or to the MANAGER, Broadway and 10th-st.

WANTED—MAN AND WIFE; MAN AS COACHMAN and gardener; wife to do general house-work; on the Hudson River, thirty miles from New-York; must have good reference. Apply at No. 602 6th-av., on Friday, from 11 to 12 o'clock.

WANTED—AN EXPERIENCED INFANT'S NURSE; a Protestant woman. Apply at No. 12 East 35th-st., on Friday, from 10 to 1 o'clock.

WANTED—AT THE EXCHANGE DINING-SALOON, No. 18 Grand-st., Brooklyn, E. D., young men as waiters; good references required.

LEGAL NOTICES.

SUPREME COURT OF THE STATE OF New-York, City and County of New-York.—MARGARET BELL, plaintiff, against Anna N. Baggs and William M. Baggs, her husband, and Montgomery Baggs, James K. Baggs, Walter T. Baggs, Harry N. Baggs, Mary McD. Baggs, children of the said Anna N. Baggs; Eliza A. Malseed, widow, and George S. Malseed and James P. Malseed, children of Andrew Malseed, deceased; Daniel N. Malseed and Louisa S. Malseed, his wife, and Mary McD. Malseed, Randolph S. Malseed, Anna B. Malseed, John Malseed, Sallie S. Malseed, and James P. Malseed, children of said Daniel N. Malseed; Mary M. Bell, Thomas R. Bell, John M. Bell, Anna B. Bell, and Jerusha M. Bell, children of said Margaret Bell; James P. Malseed and Jerusha W. Malseed, his wife, and Maggie B. Malseed, Daniel N. Malseed, and Virginia C. Malseed, children of said James P. Malseed, defendants.—Summons for relief.—To the defendants respectively: You are hereby summoned and required to answer the complaint in this action, which was this day filed in the office of the Clerk of the City and County of New-York, in the Court-house in said City, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 233 Grand-street, in said City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the court for the relief demanded in the complaint.—Dated New-York, July 30, 1873. HUGHSON & WEBBER, Plaintiff's Attorneys.

au1-1aw6wF

NEW-YORK COMMON PLEAS.—SAMUEL SCHWAB, plaintiff, against THOMAS NICOL and CHARLOTTE NICOL, his wife, Joseph M. Porges and Adylly Porges, his wife, Ferdinand Kurzman, Frank O'Connell, George G. Bartholf, and Samuel Phillips, defendants.—In pursuance of a judgment of the Court of Common Pleas in and for the City and County of New-York rendered in this action on the 23d day of July, 1873, the subscriber, as referee therein, will sell at public auction at the Exchange Sales-room, No. 111 Broadway, in the City of New-York, on the 3d day of September next, at 12 o'clock noon, all that piece or parcel of land described in the said judgment, as follows: All that certain lot, piece, or parcel of land, with the building thereon erected, situate and being on the easterly side of Ridge-street, between Delancey and Broome streets, in the Thirteenth Ward of the City of New-York, designated on a map made by the Commissioners for the division of the estates of Thomas Lovett and George Lovett, filed in the office of the Assistant Register or Clerk of the first circuit of the Court of Chancery on or about the 20th day of January, 1825, by the number sixty-six, (66,) bounded and containing as follows, that is to say: Beginning at a point distant one hundred feet south from the south-east corner of Ridge-street and Delancey-street; thence running southerly along the east side of Ridge-street twenty-five feet; thence easterly one hundred feet; thence northerly twenty-five feet, and thence westerly one hundred feet to the point or place of beginning.—Dated New-York, Aug. 6, 1873. ROBERT E. ROBINSON, Referee.

aug12-2aw3wTuFr*

SUPREME COURT.—COUNTY OF CLINTON.—THE KNICKERBOCKER LIFE INSURANCE COMPANY, plaintiff, against ERASTUS S. MEAD and SARAH A. MEAD, his wife; James H. Cosgrove, Charles H. Foote, William W. Hartwell, Vilas National Bank of Plattsburg, Rufus Heaton, Charles Burchard, James M. Torrey, Charles A. Aldrich, Nathaniel F. Tenney, Walter H. Tenney, Alexander Strong, John D. Hayward, Edward A. Strong, Hugh M. Curran, Manning A. Goodwin, Pinckney Walker, John P. Rice, Lewis H. Tyler, and William G. Barney, defendants. Summons—For relief (Com. not served.) To the defendants above named: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the County of Clinton, at Plattsburg, in said county, and to serve a copy of your answer to the said complaint on the subscribers at their office, No. 239 Broadway, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated New-York, May 23, 1873. JOHNSON & CANTINE, Plaintiff's Attorneys.

The complaint in the above-entitled action was filed in the office of the Clerk of the County of Clinton and in the office of the Clerk of the County of Franklin, on the 26th day of May, 1873.—Dated July 9, 1873.

JOHNSON & CANTINE, Plaintiffs' Attorneys.

jy11-1aw6wF

COURT OF COMMON PLEAS FOR THE City and County of New-York.—JAMES M. COMINS, plaintiff, against JOHN D. BROWN, defendant.—Summons for a money demand on contract.—(Com. not served.)—To the defendant above named: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the Court of Common Pleas for the City and County of New-York, at the County Court-house in said City, and to serve a copy of your answer to the said complaint on the subscriber at his office, No. 93 Nassau-street, New-York City, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will take judgment against you for the sum of eight hundred and seventeen dollars with interest thereon from the 15th day of July, 1873, besides the costs of this action.—Dated New-York, Aug. 5, 1873.

OTIS T. HALL, Plaintiff's Attorney, No. 93 Nassau-street, New-York City.

The complaint in this action was duly filed in the office of the Clerk of the Court of Common Pleas for the City and County of New-York, at the County Court-house in said City, the 12th day of August, 1873.—Dated New-York, Aug. 12, 1873.

OTIS T. HALL, Plaintiff's Attorney.

au15-1aw6wF*

SUPREME COURT.—ELIZABETH HOFFMAN MILLER, plaintiff, against BETTY B. FOUTE, ALEXANDER M. FOUTE, ANNIE S. MOORE, and SAMUEL W. HALEY, defendants.—Summons for Relief—Complaint not Served.—To the Defendants above named: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the City and County of New-York, and to serve a copy of your answer to said complaint, on the subscribers, at their office, No. 18 Wall-street, in the said City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated April 28, 1873.

MILLER, STOUTENBURGH & PECKHAM, Plaintiff's Attorneys.

The complaint in the above action was filed with the Clerk of New-York County, at his office, on the 3d day of May, 1873.

MILLER, STOUTENBURGH & PECKHAM, Plaintiff's Attorneys, No. 18 Wall-st.

jy18-1aw6wTh

SUPREME COURT—COUNTY OF NEW-YORK.—EDWARD A. FRASER and JOHN B. LEE, plaintiffs, against WILLIAM E. FAITOUTE, defendant.—Summons: For a money demand on contract.—To the above named defendant: You are hereby summoned and required to answer the complaint in this action, of which a copy is herewith served upon you, and to serve a copy of your answer to the said complaint on the subscriber at his office, No. 45 William-st., in the City of New-York, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will take judgment against you for the sum of five hundred and two dollars and fifty-six cents, with interest from the 22d day of April, 1873, besides the costs of this action.—Dated New-York, June 24, 1873. JOHN M. BOWERS, Plaintiff's Attorney.

The complaint in this action was filed in the office of the Clerk of the City and County of New-York on the 10th day of July, 1873. JOHN M. BOWERS, Plaintiff's Attorney.

jy11-1aw6w-F

PURSUANT TO A DECREE OF THE HIGH Court of Chancery, made in a cause of LIMBERT, on behalf of himself and others, against THE MINERAL HILL SILVER MINES COMPANY LIMITED, and others, the persons entitled to the outstanding and unpaid debentures issued by the defendants, The Mineral Hill Silver Mines Company Limited, are, on or before the 1st day of October 1873, to send by post, prepaid, to Mr. William Turquand, of No. 16 Tokenhouse Yard, London, the liquidator of The Mineral Hill Silver Mines Company Limited, their Christian and surnames, addresses and descriptions, the full particulars of their claims in respect of such debentures, or in default thereof they will be peremptorily excluded from the benefit of the said decree. Every person entitled to such outstanding and unpaid debentures is by himself or his solicitor, to produce the debenture or debentures in respect of which he claims before his Honor, the Vice Chancellor, Sir Richard Malins, at his chambers, situated at No. 3 Stone Buildings, Lincoln's Inn, Middlesex, on Thursday, the 6th day of November, 1873, at 12 o'clock at noon, being the time appointed for adjudicating on the claims, or to forward his debenture to the said Mr. Turquand, for production as aforesaid.—Dated this 19th day of July, 1873.

E. W. WALKER, Chief Clerk.

ANTHONY PULBROOK, 28 Threadneedle-street, London, E. C., Plaintiff's Solicitor.

MISCELLANEOUS.

CHLORYDYNE.—THE MOST WONDERFUL REMedy ever discovered. Caution and advice to invalids. Beware of spurious imitations of DR. J. COLLIS BROWNE'S CHLORYDYNE, the original and only genuine; the best, safest, and most effectual remedy for Coughs, Colds, Bronchitis, Consumption, Asthma, Diarrhea, Colic, Cramp, Neuralgia.

DR. J. COLLIS BROWNE'S CHLORYDYNE is publicly acknowledged by the most eminent physicians of London to be the most effectual remedy ever discovered. To prevent fraud, the Government have authorized a stamp with the words Dr. J. Collis Browne's Chlorydyne, without which none can be genuine. Sold in bottles at 65 cents, $1 40, and $2 15, by all chemists. Sole manufacturer, J. T. Davenport, London. Agents in New-York, W. H. SCHIEFFELIN & CO. and J. C. WELLS

STATIONERY.

SLOTE & JANES, STATIONERS, PRINTEAS, and blank-book manufacturers, No. 93 Fulton-st. Recount-books made to any pattern.

DENTISTRY.

A BEAUTIFUL SET OF TEETH, $8.—SINgle, $1; fillings, $1; extracting with gas, 50c. No. 262 6th-av., 16th and 17th sts. Remember, No. 262.

DRY GOODS.

SMITH'S PATTERN BAZAR, NO. 914 BROADway, near 20th-st.—Full line of IMPORTED styles; patterns with cloth models now ready; patterns fitted to the form warranted perfect.

HORSES AND CARRIAGES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES

at the TIMES Up-town Office, No. 54½ West 32d-st., junction of Broadway and 6th-av.

and the TIMES West-side Office, No. 308 West 23d-st., corner of 8th-av.

NO EXTRA CHARGE WHATEVER.

SADDLER'S GOODS.

In large stock including Horse-sheets and Blankets, Fly-nets, whips, English Saddles, Bits, Stirrups and Spurs, Horse-brushes, Carriage-robes and Lap-dusters, Chamois-skins, at HARMER, HAYS & CO., No. 72 Beekman-st.

BOARDING AND LODGING.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES

At the Times Up-Town Office, No. 54½ West 32d-st., junction Broadway and 6th-av.

And the Times West-side Office, No. 308 West 23d-st., corner of 8th-av.

NO EXTRA CHARGE WHATEVER.

BOARDING IN NEW-YORK CITY.—ONE OF the most desirable places in the City for transient or permanent boarding is at the Home of Health, Nos. 39 and 41 West 26th-st., near Madison-square, between Broadway and 6th-av. Elegant suites and single rooms. Table excellent. Turkish, electric, and other baths.

Board is given with or without rooms and rooms with or without board. Transient boarders or lodgers received at all times, day or night.

NO. 2 WEST 39TH-ST., FIRST HOUSE FROM 5th-av.—Handsomely-furnished suites of apartments, consisting of parlor, three bedrooms, and bath, with private table; also, smaller suites, without private table.

NO. 28 WEST 12TH-ST., NEAR 5TH-AV., WITH board, handsome rooms en suite or singly; house and table first-class; transient parties taken at Summer prices.

NO. 24 WEST 14TH-ST.—FRONT ROOM, above parlors; gas, hot and cold water; no board; private French family; references exchanged. Apply to Prof. PARRAIN.

NO. 21 WEST 31ST-ST.—VERY PLEASANT rooms, with permanent board, for gentlemen or families. References exchanged.

SUIT OF ROOMS, SECOND FLOOR, WITH board, to a family of adults, and front third story; first-class house; references. No. 58 West 19th-st.

NO. 250 MADISON-AV.—TWO SUITES OF rooms, elegantly furnished, to let to families, with private table; also rooms for single gentlemen.

NO. 33 WEST 33D-ST.—SUPERIOR BOARD; family and single rooms; also, front hall room.

SUMMER RESORTS.

COZZENS' West Point Hotel

will remain open until Oct. 1. For particulars address EDWARD COZZENS, West Point, N. Y.

FIFTIETH SEASON.

CATSKILL MOUNTAIN HOUSE.

Open from June 10 to Oct 1.

Twelve miles from Catskill, N. Y. Accessible by the best mountain road in the country. Elevation above the Hudson River, 3,000 feet. View, extending over about 10,000 square miles, unsurpassed for beauty by any in the world. Celebrated for its invigorating atmosphere. Temperature at all times 15 to 20 degrees lower than New-York City. W. U. Telegraph in the hotel.

JAMES E. BEACH, agent at Catskill for CHAS. A. BEACH'S MOUNTAIN HOUSE STAGES AND CARRIAGES, will be in attendance upon the arrival of the trains of the Hudson River Railroad and the boats from Albany and New-York.

CHARLES L. BEACH, Proprietor.

PROSPECT PARK HOTEL, Catskill, N. Y.,

Will open June 15. House, 250 feet elevation, with extensive grounds of some twenty acres on the Hudson; mountain air; scenery unsurpassed in the world; pleasure grounds, extended and improved; first-class accommodations for 300 or 400 guests; accessible by boat and cars.

Address JOHN BREASTED, Catskill.

SURF HOTEL, FIRE ISLAND.

Through tickets, and baggage checked, by South-side Railroad trains, leaving South 8th-st., Williamsburg, at 8:30 A. M. and 4:30 P. M.

D. S. S. SAMMIS, Proprietor.

SOUTH ORANGE MOUNTAIN HOUSE, MONTROSE STATION, N. J.—A few rooms, recently vacated, to let, with board, at this popular, first-class hotel; to parties desiring the best of accommodation at one of the healthiest and most accessible hotels near New-York this is a rare chance; sixty minutes from foot of Barclay-st., via Morris and Essex Railroad; thirty-six trains daily.

C. HITZELBERGER, Proprietor.

WAUMBEK HOUSE, JEFFERSON, N. H., WILL be open for the season, June 1; location and scenery unequaled for grandeur and beauty; situated on the side of Mount Starr King—the White, Franconia, and Green Mountain Ranges being in full view; hay fever, catarrh, asthmatic complaints immediately relieved. Send for circulars.

MERRILL & PLAISTED, Proprietors.

JEFFERSON, N. H., May 1, 1873.

WOODSBURG PAVILION, WOODSBURG, Long Island.—This magnificent hotel will be opened June 1. Can be reached by South-side or Long Island Railroad. For terms, &c., address

N. P. SEWELL, Proprietor.

RIVERSIDE HOUSE, 152D-ST., ON THE HUDSON.—The best of accommodations at reasonable rates. Applications received for Fall and Winter board. Twenty minutes from Thirtieth-street Depot.

PAULL & DUNCALF.

OCEAN HOUSE, SWAMPSCOTT, MASS., NOW open for permanent or transient boarders.

E. N. WARDWELL, Proprietor.

COUNTRY BOARD.

COUNTRY BOARD.—AT FARM-HOUSE, SALEM Centre, Westchester County, N. Y. Terms, $8 per week, children $5; healthiest part of the State; good table; fine drives, &c. Apply at No. 251 West 11th-st.

BOARD WANTED.

WANTED.—BY A SINGLE LADY, ONE LARGE room with alcove, or room and hall-room adjoining, with comfortable board, from Sept. 15; would partially furnish, and desires to make an engagement for the year; references required. Address, stating terms, which must be reasonable, "Board," Post-office Box No. 2,896, New-York City.

A YOUNG COUPLE WANT A SECOND-STORY room with board, in a strictly private family; near 34th-st. and Broadway, for $65 per month, from about Sept. 1. Address James, *Times* Up-town Office, No. 54½ West 32d-st.

BOARD WANTED—BETWEEN 14TH AND 23D sts., Broadway and 3d-av.; gentleman, wife, and child; parlor and two bedrooms; must be first class. Address, with price, G. B. M., Post-office Box No. 1,604.

SURROGATE NOTICES.

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against HORATIO WORCESTER, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscribers at the office of David Dows & Co., No. 20 South-street, in the City of New-York, on or before the 30th day of October next.—Dated New-York, the 25th day of April, 1873.

DAVID DOWS, HENRY E. WORCESTER, } Executors.

ap25-1aw6mF

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against ANDREW CARRIGAN, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of Develin, Miller & Trull, No. 113 Broadway, in the City of New-York, on or before the 22d day of December next.—Dated New-York, the 12th day of June, 1873.

THOMAS H. O'CONNOR, Executor, &c., of Andrew Carrigan, deceased.

je13-1aw6mF

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against WILLIAM P. VAN RENSSELAER, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of Man & Parsons, No. 56 Wall-street, in the City of New-York, on or before the 10th day of February next.—Dated New-York, the 31st day of July, 1873.

ALBON P. MAN, JOHN ERVING, WILLIAM J. HOPPIN.

au1-1aw6m

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against SAMUEL COBB BISHOP, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, Nos. 422, 424, and 426 East Twenty-fifth-street, in the City of New-York, on or before the 25th day of September next.—Dated New-York, the 10th day of March, 1873.

mh14-1aw6mF* SARAH BISHOP, Executrix.

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against LOUIS BONARD, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his office, No. 100 East Twenty-second-street, in the City of New-York, on or before the 1st day of February next.—Dated, New-York, the 11th day of June, 1873. HENRY BERGH, Executor.

au1-1aw6mF*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against HENRY H. WARD, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of Evarts, Southmayd & Choate, No. 52 Wall-street, in the City of New-York, on or before the 15th day of December next.—Dated New-York, the 5th day of June, 1873.

je6-1aw6mF CHARLES E. BUTLER, CHARLES H. WARD, } Executors.

MUSICAL.

UPRIGHT PIANOS.

A LARGE AND SUPERIOR ASSORTMENT FOR SALE OR RENT, AT

OUVRIER & SONS, MANUFACTURERS, No. 27 West 13th-st., Between 5th and 6th avs.

A LARGE STOCK OF PIANOS,

SQUARE AND UPRIGHT, to rent or sell cheap; rent allowed on purchases. Call at M. M. MERRELL'S, No. 8 Union-square, (No. 165 4th-av.)

CHURCH ORGANS.—W. H. DAVIS & SON, NO. 40 Downing-st., offer for sale two 12-stop pipe organs, pedal bass; one 8-stop do.; one two rows of keys, 20 stops; above warranted superior tone and finish; organs revoiced and tuned.

J. P. HALE IS MAKING 10,000 PIANOS for the trade cheaper and better than small makers can buy the stock. 35th-st. and 10th-av.

AMUSEMENTS.

ENORMOUS SUCCESS of the VOKES. THE HOUSE CRAMMED to the DOORS nightly by the most refined and elegant audiences. EVERYBODY DELIGHTED.	UNION-SQUARE THEATRE. Proprietor...Mr. SHERIDAN SHOOK. Manager.........Mr. A. M. PALMER. Begins at 8. SATURDAY MATINEE at 1:30. Carriages may be ordered at 10:30. EVERY NIGHT and at the SATURDAY MATINEE, the inimitable VOKES FAMILY in their new AMERICAN PLAY, FUN IN A FOG, declared by the Press and the public to be the BEST PIECE IN THE VOKES' REPERTOIRE. Preceding which every night the admirable two-act drama, OLD PHIL'S BIRTHDAY. TO AVOID THE CRUSH AT THE DOORS IN THE EVENING SEATS SHOULD BE SECURED IN ADVANCE. Box-office open every day from 8 A. M. to 5 P. M. Places may be secured TWO WEEKS IN ADVANCE. Mail or telegraph orders will receive prompt attention. SATURDAY, AUG. 16, FIRST FUN IN A FOG MATINEE.

GRAND OPERA HOUSE.

AUGUSTIN DALY...................Lessee and Manager

This magnificent theatre, after a recess, during which the interior has been completely renovated, frescoed and improved,

WILL OPEN TUESDAY NIGHT, AUG. 19, 1873, with a star company of incomparable power and attractiveness in SHAKESPEARE'S Superb Fairy Spectacle,

A MIDSUMMER NIGHT'S DREAM!

To be produced in the most elaborate and costly style with an immense auxiliary force, glittering adornments and grand spectacular scenery.

BOX SHEET opens WEDNESDAY, Aug. 13, at 8 A. M.

WALLACK'S.

Engagement of Mr. DION BOUCICAULT.

This eminent comedian will appear EVERY NIGHT in his grand emotional play, in five acts, MIMI, in which Miss Kitty Blanchard, Mrs. F. Foster, Miss M. Wells, Miss Vandyke, Mr. W. H. Crisp, Mr. E. Lamb, Mr. B. T. Ringgold, Mr. J. Howson, Mr. Bradley will appear. The part of MIMI by Miss KATHARINE ROGERS.

Second MIMI MATINEE, Aug. 16.

WOOD'S MUSEUM. J. W. ALBAUGH

ANOTHER GREAT SUCCESS.

EVENING AT 8. The talented artists Mr. and Mrs. J. W. ALBAUGH, in the new drama of WATCH AND WAIT, or THROUGH FIRE.	AFTERNOON AT 2. The young tragedian Mr. E. T. STETSON, in Renault's new society drama, entitled, STRUCK BLIND. STRUCK BLIND

CENTRAL PARK GARDEN.

THEO. THOMAS' UNEQUALED SUMMER NIGHTS' CONCERTS, THIS AND EVERY EVENING, at 8 o'clock. Admission, 50 cents; packages containing twelve tickets, $4, at the usual places; private boxes $2 extra. EVERY THURSDAY, GRAND EXTRA CONCERT.

LOAN OFFICES.

NO. 1,267 BROADWAY, OVER HERALD Branch, Room B.—Parlor for ladies. Branch No. 1,207 Broadway. Money loaned on diamonds, watches, jewelry, &c. Same bought and sold. LINDO BROS.

EXCURSIONS.

NEW-JERSEY SOUTHERN RAILROAD.

FIFTH POPULAR SUNDAY EXCURSION OF THE FLOATING PALACE STEAMER PLYMOUTH ROCK, LEAVING PIER NO. 28 NORTH RIVER, FOOT OF MURRAY-ST., SUNDAY, AUG. 17, 1873, AT 9:40 A. M., STOPPING AT SANDY HOOK TO LEAVE PASSENGERS FOR LONG BRANCH, THENCE OUT ON THE BROAD ATLANTIC.

A TRIP TO SEA ON SUCH A MAGNIFICENT STEAMER AS THE PLYMOUTH ROCK IS A LUXURY, INDEED, AND CANNOT OFTEN BE INDULGED IN. IT AFFORDS MAGNIFICENT VIEWS OF THE HARBOR, FORTS, LIGHT-SHIPS, &c., AND AS THIS FLOATING PALACE STEAMS DOWN OUR SOUTHERN COAST, PASSING LONG BRANCH, OCEAN GROVE, SEA GIRT, &c., THE PICTURE IS TRULY BEAUTIFUL.

MUSIC BY KEATING'S CELEBRATED BAND.

THE PLYMOUTH RESTAURANT OFFERS THE DELICACIES OF THE SEASON.

TICKETS ONLY ONE DOLLAR.

DAILY EXCURSIONS

By the popular steamer ARROWSMITH,

From Pier No. 36 East River, at 9 and 33d-st. at 9:15 A. M., through the East River and Long Island Sound to SEA CLIFF GROVE.

Where, besides the unsurpassed facilities for bathing, fishing, boating, &c., a beautiful and FREE GROVE

Is fully provided with Spring water, Tables, Seats, &c., &c., for the use of all Church, Sunday-school, family, and other orderly excursionists.

No spirituous liquors or disorderly persons are permitted on the grounds.

Tickets may be secured on steamer. For the trip 50 cents; children half price.

H. B. CROSSETT'S EXCURSION OFFICE removed temporarily to No. 391 West-st., above Christopher-st. Steamer Wyoming, barges Sarah Smith, Chicago, Caledonia, and Republic; Oriental Grove, Excelsior Park, Iona Island, and Eaglewood.

BANKRUPT NOTICES.

IN BANKRUPTCY.—IN THE DISTRICT COURT of the United States for the Southern District of New-York.—In the matter of SIMON COHEN and AARON REICH, bankrupts.—Notice is hereby given that a petition has been filed in said Court by Simon Cohen and Aaron Reich, of the City of New-York, in said district, duly declared bankrupts under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all their debts and the debts of each of them, and other claims provable under said act, and that the 8th day of September, 1873, at 11 o'clock A. M., at the office of Isaiah T. Williams, Register in Bankruptcy, No. 4 Warren-street, in the City of New-York, is assigned for the hearing of the same, when and where all creditors who have proved their debts, and other persons in interest may attend and show cause, if any they have, why the prayer of the said petition should not be granted.—Dated New-York on the 14th day of August, 1873. GEO. F. BETTS, Clerk.

au15-1aw3wF*

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New-York.—In the matter of WILLIAM S. FANSHAWE and GEORGE C. MAC DOUGALL, bankrupts.—In Bankruptcy.—Before Isaiah T. Williams, Register.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of the estate of the firm of Fanshawe & Mac Dougall, and of William S. Fanshawe and George C. Mac Dougall, members of said firm, of the City of New-York, in the County of New-York, and State of New-York, within said district, who have been adjudged bankrupts upon their own petition, by the District Court of said district.—Dated at New-York City, the 14th day of August, A. D., 1873.

JOHN H. PLATT, Assignee, au15-1aw3wF* No. 40 Wall-st. New-York City.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New-York.—In the matter of GEORGE MULLER, bankrupt.—In Bankruptcy.—Before Isaiah T. Williams, Register.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of the estate of George Muller, of the City of New-York, in the County of New-York, and State of New-York, within said district, who has been adjudged bankrupt upon the petition of some of his creditors by the District Court of said district.—Dated at New-York City, the 14th day of August, 1873.

ERNEST L. SMITH, Assignee, Eleventh-avenue and Twenty-sixth-street, New-York City. au15-1aw3wF*

NO. 3,743.—IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of BENJAMIN I. H. TRASK, JR., bankrupt.—In Bankruptcy.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of Benjamin I. H. Trask, Jr., of the City of New-York, in the County of New-York, and State of New-York, within said district, who has been adjudged a bankrupt upon his own petition by the District Court of said district.—Dated New-York, the 21st day of July, A. D. 1873. HORACE J. MOODY, Assignee, No. 56 Wall-street, New-York City.

au15-1aw3wF*

IN THE DISTRICT COURT OF THE UNITED States for the District of New-Jersey.—In the matter of EDWARD L. LANDRINE, bankrupt.—The said bankrupt having applied to the Court for a discharge from his debts, by order of the Court, notice is hereby given to all creditors who have proved their debts, and other persons in interest, to appear on the 16th day of September, A. D. 1873, at 10 o'clock A. M., before the said Court, at Trenton, N. J., and show cause, if any they have, why a discharge should not be granted to the said bankrupt. R. C. BELVILLE, Clerk.

au1-1aw3wF*

BUSINESS CHANCES.

A BOOKSTORE FOR SALE ON EASY TERMS—Doing also a large retail trade in stationery and fancy goods; well established many years; an excellent chance for somebody. Address, with real name, cash means, references, &c., HIRAM, Post-office.

PARTNER WANTED—WITH $10,000 OR MORE; a young American gentleman preferred, for an established foreign exchange house; best of references given and required. Address, with real name and references, W. K., Box No. 156 *Times* Office.

A LADY OF SOME MEANS AND ABILITY IS wanted to travel with the advertiser, in a genteel business. Address WILSON, No. 216 West 43d-st.

COPARTNERSHIP NOTICES.

THE COPARTNERSHIP HERETOFORE EXISTing under the firm name of BEGUELIN & BROWN, is this day dissolved by mutual consent, the watch importing and material business being continued by TELL A. BEGUELIN, at No. 71 Nassau-st., corner John-st.

TELL A. BEGUELIN, CHARLES BROWN.

NEW-YORK, Aug. 11, 1873.

EFFECTS OF THE STORM.

SCENES AT LONG BRANCH.

APPEARANCE OF THE COAST LINE—ANOTHER RAINY DAY—THE GALE SUBSIDED.

From Our Own Correspondent.

LONG BRANCH, Thursday, Aug. 14, 1873.

The storm which raged along this coast throughout yesterday appeared to gather increased strength as the night advanced, and fears were freely entertained that serious damage would result to the villas and cottages in this vicinity, in consequence of the force of the wind. So far, however, I am pleased to be able to say that, with the exception of the blowing down of several sign-posts and notice boards, there is no calamity to notice further than the washing away of some bathing-houses along the shore, as mentioned in my dispatch of last night. The excitement at the various hotels, consequent upon the storm, became somewhat allayed shortly after midnight, and the guests, one by one, retired to rest, but not to sleep; for the wind, as it howled through the corridors and whistled through every chink and cranny, accompanied as it was by the perpetual roar of the breakers, prevented peaceful slumber. The general wakefulness was also occasioned by the fact that it became absolutely necessary to keep both windows and doors closed in order to prevent the driving rain from entering. The sleeping apartments were thus rendered very close, being none of the most airy or commodious at the best of times.

Shortly after 2 o'clock I observed a large steamer standing in toward the shore, and so near that the lights in her cabin-windows were plainly discernible. Her captain, however, evidently noticing his danger by the proximity of the lights on shore, "went about" and stood off to sea. It appeared as though he had lost his reckoning, owing to the hazy weather and the heavy sea which set his vessel, as the tide drove in on to the beach, drifting toward the land. At 6 A. M. I found the storm still furious, and, if anything, the wind blowing with greater fierceness, boding destruction to all the bathing-houses along the line of the beach. The rain at this time was pouring down a perfect deluge, making it impracticable to venture beyond the precincts of the hotel. Some two hours later, however, the rain ceased, and I took a stroll along the shore as far as the West End Hotel, when I noticed that, notwithstanding the high tide which was predicted, but little damage had been done beyond the undermining of some parts of the shore, causing the land to slide down to the beach, where it was speedily carried out by the undertow. The bathing-houses were still in the same condition as last night, although the débris of those demolished strewed the strand along the whole length of the shore. Workmen and laborers were busy at work throughout the whole of the morning taking down those that remained and hauling the sections up on to the roadway out of harm's way.

The early trains from here carried but few passengers, as there seemed to be but a small number willing to face the discomfort and dangers of a voyage from Sandy Hook to New-York, and as the day advanced and the wind still continuing to blow with the same force, each of the trains dispatched were almost empty, notwithstanding the notification made that both trains and boats were making good time.

The guests at the different hotels had a hard time to find amusements to beguile the tediousness of the passing hours. Out-of-door locomotion was entirely out of the question for any lengthy period. There were, however, some few ladies, as well as gentlemen, who were brave enough to face the raging elements and make a short journey to the beach to witness the surging and rolling of the waves as they came in with the advancing tide, but even these adventurous spirits quickly returned, seeming to prefer the shelter of the corridors and parlors to the discomforts met out of doors.

At the Ocean Hotel, an exception to the others, the band was ordered to the fore, and dancing was freely indulged in during the entire morning, while the billiard-rooms and bowling-alleys were visited, and matches played both by ladies and gentlemen. Again, in private rooms quiet quartettes were formed, and games played at euchre or whist. Thus was the day passed until the shadows of the night fell, when the usual evening hops at the hotels furnished entertainment to the thousands who are sojourning here.

So far as I can learn at present, there has been no damage done among the buildings in this neighborhood by the storm, not even a chimney-pot having been blown down or a window broken.

Along the beach a number of men were to be seen throughout the day who evidently appropriated to themselves the rights of flotsam and jetsam, for they waded into the surf, armed with sharp-pointed grappling irons and axes, and therewith hauled in any stray pieces of timber or planks that were washed up by the waves, no matter whether they belonged to the luckless owner of bathing-houses within twenty yards or not. Several wordy contests were the result between the "wreckers" and the owners of the property wrecked, but as the former were invariably the most numerous, the property was usually surrendered on demand.

Between 11 and 12 o'clock the monotony was somewhat relieved by the appearance of a steamer bound for New-York, which kept a course so near in shore as to cause considerable apprehension as to whether she would be able to keep away far enough to prevent being wrecked. Everybody at the numerous hotels and cottages along the beach turned out to witness her manœuvres, and the opinions vouchsafed as to her proper course and action, which were freely given, were peculiarly ridiculous; but all doubts as to her running on shore were soon set at rest, for shortly after passing the Ocean Hotel she wore round and stood out to sea, although she was laboring very much.

The storm toward evening considerably abated, and after sundown, though we didn't see it, the wind had so far decreased, as well as the rain, that promenading became possible, although somewhat disagreeable.

At one time it was feared that the tide to-night would rise so high as to cause considerable damage among those bathing-houses still remaining in position, as well as to the bank, but from present indications these fears are now dispelled.

The trains between here and Philadelphia, owing to the accident of yesterday, are to-day compelled to come round via Farmingdale and Monmouth, as the bridge over Cooper's Creek has been entirely washed away. According to all accounts, the only damage done to yesterday's train was the demolition of the locomotive and tender, and some slight damage to the baggage-car and one of Pullman's palace-cars, the fireman, engineer, and the expressman being slightly injured.

Extra precautions were taken between Seabright and Highlands Stations to prevent any damage occurring should the sea again overflow the banks, but the tide at the flood to-day failed to wash over, and, as the wind and storm has now abated, no further damage is anticipated. The trains between here and Sandy Hook were all somewhat delayed, but to-morrow it is hoped all will work in the regular groove.

The number of vessels laying storm-bound in the Horse-shoe, inside of Sandy Hook, has been considerably increased during the day, and their number now exceeds one hundred and fifty.

A PART OF BALTIMORE INUNDATED—RAILROADS DAMAGED AND MAILS DELAYED.

BALTIMORE, Aug. 14.—The rain-storm, which commenced in this vicinity on Tuesday night, raged with unexampled fury. Last night the streets in various parts of the city were submerged and a large number of cellars flooded. Jones' Falls overflowed, and a portion of the old flooded district was again inundated. The water in some places was four and five feet deep, but in no instance reached above the first floors of dwellings. The utmost consternation prevailed for a time among the dwellers in Harrison and adjacent streets, but about 1 o'clock this morning the waters subsided. All the railroads running to this city have been more or less damaged, and the detention of the mails has been more general than on any previous occasion for years.

On the Baltimore and Ohio Railroad last night small land-slides occurred at Red Cut and Vinegar Hill, and a wash at Elk Ridge Landing, which threw the Cincinnati express bound west off the track. The train was not damaged. The St. Louis express due here at 10 P. M. was delayed at the same point. A culvert was washed out, and one or two minor washes took place between Elk Ridge Landing and Annapolis Junction. There were two land-slides on the main stem west of the Relay House, between there and Ilchester, and minor breaks between Ilchester and Point of Rocks. The Washington branch was in running order at 10 o'clock this morning. Mr. Sharp, the transportation master, states that the aggregated loss to the road will not be heavy, and that the main line will be in running order by 5 this P. M. The track at Severn Station on the Baltimore and Potomac Railroad is submerged, delaying all trains. The officers of the Northern Central Railroad state that their road is not affected by the storm.

HOUSES PARTIALLY WASHED AWAY—NARROW ESCAPE.

BALTIMORE, Aug. 14.—In consequence of the bursting of a portion of the Harford Tunnel, between 12 and 1 o'clock this morning, the dividing walls of the dwellings Nos. 270 and 272 Bond-street gave way, causing the destruction of two back buildings. All the kitchen and dining-room furniture were precipitated into the stream. The inmates barely escaped with their lives.

A BRIDGE DESTROYED.

BALTIMORE, Aug. 14.—The county bridge over the turnpike at Elk Ridge Landing, was washed away during the storm last night, carrying with it five wires of the Western Union Telegraph Company. Business is not, however, interrupted.

WASHINGTON TRAINS STOPPED.

WASHINGTON, Aug. 14.—In consequence of the great storm and damage to railroad lines, no trains arrived here from the North until nearly 3 o'clock this afternoon.

MILLS FLOODED AND SEVERAL CASUALTIES.

PHILADELPHIA, Aug. 14.—The amount of rain which fell in the late storm in this section exceeded seven inches. More than three feet of water is now passing over the dam at Fairmount. The first floors of the mills at Manayunk are flooded, and business there is partially suspended. In the city a boy was rescued with difficulty from drowning near the mouth of a culvert, and John L. Morgan was drowned while attempting to rescue his horses from a stable which was flooded.

FATAL RAILWAY ACCIDENT BY THE WASHING OUT OF THE TRACK.

PHILADELPHIA, Penn., Aug. 14.—An engine attached to a coal-oil train on the Pennsylvania Railroad ran off the track near this city last night, setting fire to the cars, eleven of which were destroyed. The amount of loss is $15,000. The body of Robert Black, the fireman, was found beneath the engine in the pond in which it ran after leaving the track.

THE SARATOGA RACES POSTPONED ON ACCOUNT OF THE STORM.

SARATOGA, Aug. 14.—The races have been postponed until to-morrow owing to a heavy rain.

THE STORM AT BOSTON.

BOSTON, Aug. 14.—The rain-storm commenced here at 8 o'clock this morning with a strong northeasterly gale.

HEAVY WEATHER OFF NEWPORT.

PROVIDENCE, R. I., Aug. 14.—The Block Island mail-boat, due at 2 P. M. yesterday, has not yet arrived at Newport. It is now thought she did not leave the island.

The steamer due from Greenport yesterday afternoon did not leave because of the heavy weather.

HEAVY RAINS ON THE LINE OF THE HUDSON.

POUGHKEEPSIE, N. Y., Aug. 14.—A violent rain-storm commenced here at daylight this morning, and still rages with great severity. This is the first heavy rain since March last. As yet no damage is reported. All the trains on the Hudson River Railroad are running on time.

DISASTERS ON LAKE ERIE.

CLEVELAND, Ohio, Aug. 14.—About 10 o'clock last night, the lumber barge J. D. Morton, Capt. Peter A. Fick, one of six in tow of the steam-barge Sun, broke from the tow about twenty miles down the lake from this city, and in a short time went to pieces, the lake being very rough. Capt Fick, his wife and little girl, and one seaman took to the small boat, and were saved by the schooner Marysburg and brought to this port. Two seamen, Jesse Maloy, of Sarnia, and John Kennedy, from near London, Ontario, preferred remaining on the barge and, it is supposed, were drowned. The J. D. Morton had on board 250,000 feet of lumber, and was bound from Saginaw to Erie. When last seen Capt. Fick says two or three other barges were laboring heavily, and it may be that other disasters have occurred to the same tow.

ROUGH WEATHER AT SEA AND STEAMERS DELAYED.

NEW-BEDFORD, Mass., Aug. 14.—A heavy easterly gale and rain-storm has prevailed here for several hours. A fishing smack, which arrived here early this morning, reports that it was exceedingly rough in the bay. The Martha's Vineyard steamers have not made any trips, and their doing so is doubtful.

THE STORM IN NEWARK.

NEWARK, N. J. Aug. 14.—A heavy storm of rain prevailed here all last night, and continues today.

EFFECTS OF THE STORM IN THIS CITY AND VICINITY—COMPARATIVELY SLIGHT DAMAGE.

The storm of wind and rain which burst over this City on Wednesday evening and continued with great violence until 4 o'clock yesterday afternoon, was one of the severest that has been known at this season for many years. Till the storm abated few persons ventured abroad in the City except those whose business absolutely compelled them to leave their homes; and seldom have the streets been found in such a disagreeable condition, even amid the snows of the past Winter. The torrents of rain so completely flooded the gutters, culverts, and sewers of the City that at all the street-crossings the water was several inches in depth.

The effects of the storm on the shipping in the harbor would have been very serious were it not for the timely precautions taken by the officers of the vessels lying at anchor and along the wharves. Hatches were tightly closed, second anchors were thrown out, and additional cables were fastened to vessels lying along the dock. About midnight some canal-boats on the North and East Rivers broke loose and drifted before the furious gale. Fortunately, however, with the exception of a brig lying off the ferry-house at Jersey City, no boats were sunk, and considering the violence of the storm the damages recorded are but slight. Only the masts of the brig were to be seen above the water yesterday morning. The crew escaped. A large amount of perishable goods, just discharged on many of the piers, has been greatly injured. Efforts were made to protect the goods by covering them with canvas and tarpaulins, but during the night the wind in many instances tore the coverings away, and the rain wrought sad havoc upon them. Many of the rotten piers on the East River were considerably shaken, and it was feared some of them would be entirely swept away during the prevalence of the storm. Where possible to do so, the cargoes discharged on the steam-ship piers were removed to storage along the quay, but even here the damage sustained was equally great, most of the cellars along West-street having been flooded during the night. Yesterday scores of pumps were in continual operation drawing off the water, and a large number of hands was engaged in removing the goods to safer quarters. Upon the whole the damages are not so large as might have been expected.

Along South and West streets, and several other parts of the City, the effects of the gale were readily apparent yesterday morning. Large pools of water were in every direction, and the sidewalks were strewn with fragments of sign-boards, awnings, and window-shutters which had been blown down during the night. The hands on canal-boats and barges along the wharves, clad in oil-skin suits, were busily engaged pumping out the vessels, and rearranging such portions of the cargo as the water had injured. Along the whole of the North and East Rivers not a single shred of sail could be seen, and everything connected with the vessels which the storm might have injured had been carefully removed.

Some of the smaller boats were prevented from running their regular trips, and the ferry-boats on the North River ran on very irregular time, the delay being occasioned by efforts to avoid collision. Boats running down the bay, such as the Matteawan, for Keyport, kept to the inside route. The Sound boats were fairly on time yesterday morning. The Providence, of the Fall River line, was at her pier at 6:30, and the boats of the Stonington and Norwich lines were pretty close upon time, but experienced some difficulty in landing at their piers. The Long Branch boats made their trips yesterday in tolerably regular time, but the number of passengers was below the average. The passage was a very rough one, a heavy sea running in the morning, and few persons ventured to leave their sea-side residences for New-York. The business of Wall-street was in consequence seriously affected, as several of the largest brokers reside at Long Branch during the Summer season. Throughout the entire City business was almost completely suspended, except in the wholesale houses, where orders were on hand to be filled, and even here the difficulty of dispatching the goods was very great. Very little could be done in this way until the rain ceased in the afternoon.

The sufferings of the poor who live in damp, dark cellars were of the severest kind. The rats driven from the sewers crowded into those apartments, and the wretched beds, in many instances laid upon the ground, were almost literally floating in the pools of water which flooded these premises. Those who live in the attics of tumble-down tenement-houses fared little better, as the rain came down in torrents through the leaky roofs.

The telegraph wires of the Western Union and Franklin Telegraph Companies were slightly damaged on Wednesday night, but early yesterday morning the necessary repairs were effected, and during the day all the lines were in good working order. The traffic on the street-cars was somewhat obstructed, but the delays were much less than might have been expected.

In consequence of the heavy floods encountered on several of the railroad lines, the trains were considerably behind time yesterday morning. In many instances portions of the roads had been so badly damaged that the trains could not proceed until repairs were effected. The mails from the South, due in this City at 7 o'clock A. M., did not reach the Post-office until 10:30 o'clock last night, and the Erie mail, which was due at 7 o'clock last evening, did not arrive until 11 o'clock.

THE STORM IN BROOKLYN.

On Wednesday and yesterday Brooklyn, in common with surrounding localities, was visited by a heavy gale, accompanied by continued heavy rains. The gale continued throughout Wednesday night, but diminished to a fresh breeze before daylight, after causing trifling damage among the trees and gardens in the suburbs. The rain continued throughout yesterday, and several of the streets and roads in the upper wards were flooded and impassable. In the neighborhood of Prospect Park the water made gutters for itself through embankments, and over a mile of newly-laid sidewalk was sunk in the mud. Along the Coney Island road the water washed away a considerable amount of earth. In the business centre of the city a few cellars were flooded, but no serious damage was reported.

THE STORM ON LONG ISLAND.

The storm on Long Island was of remarkable severity. The rain fell almost incessantly, and the wind swept over the level country with great force, uprooting trees in various localities, and strewing the ground with broken branches, snapped off like pipe-stems before the blast. The farmers have suffered considerably in damage to their corn-fields, acres upon acres of wheat having been flattened to the ground. The direction of the wind has prevented unusually high tide on the south side, and no disasters to shipping are yet reported. The storm raged with great fury over Long Island Sound, and small craft were obliged to run for shelter. The vessels of the New-York Yacht Club Squadron were scattered, and some of the stanchest were unable to face the gale. Long before nightfall on Tuesday evening the West Wind put in at Huntington Bay. The Ariadne, the Vindex, the Vision, and the Gracie all ran for shelter to different harbors. Two schooners only, the Idler and the Rambler, were able to make New-London at the first attempt. The Columbia put in at Bridgeport, the Alarm and Palmer at New-Haven. The Idler, indeed, it is reported, narrowly escaped collision with a large coasting schooner running before the wind, and consequent shipwreck.

THE STORM ON STATEN ISLAND.

On Staten Island the wind and rain caused considerable damage to the corn and gardening crops. Several fields of corn were seen leveled to the ground, and the roads and streets of the villages were torn up in many places by the violence of the torrents that came rushing down from the heights.

THE LABOR MOVEMENT.

The Working Men's Central Council of the City of New-York, formed last Spring during the "labor movement" to agitate the eight-hour question, held a meeting at Masonic Hall, in Thirteenth-street, last night, when George Cavanagh presided. Reports of committees were received through Messrs. James Connolly and John McMackin, who waited upon the Commissioners of Public Parks and the Police Commissioners on the subject of the eight hour and contract systems without any satisfactory conclusions. As a result of an interview with Police Commissioner Charlick on the subject, Mr. Connolly stated "that discourtesy appeared to be his prevailing rule through life." By Osborne Ward a report was submitted, showing that arrangements for a mass-meeting of working men have been completed, to be held at the Cooper Institute, on Friday, the 29th inst., under the auspices of the Council. The main object of the projected demonstration is to demand that the Common Council "shall not appropriate $2,500,000 to enable a private corporation to build an Industrial Palace unless the City has the supervisory power and the management;" also to demand that in the specifications for all Government work to be given out by contract, the provision that it be done at eight hours per day be inserted. The arrangements for the demonstration are in the hands of a committee composed of James Connolly, Osborne Ward, J. Mitchell, Ferdinand Jubitz, George Cavanagh, John McMackin, and George Blair.

FUNERAL OF MRS. HURST.

The funeral services over the remains of Mrs. Caroline Elise Hurst, late wife of F. W. J. Hurst, manager of the National line of steam-ships, were held at the residence of her father, Edward S. Jaffray, No. 615 Fifth-avenue, yesterday afternoon. Mrs. Hurst, who was much beloved by a large circle of friends, died at the early age of twenty-nine, at Long Branch, on the 12th instant. Rev. Dr. Morgan, of St. Thomas' Episcopal Church, conducted the services, Rev. Mr. Paxton, of the First Presbyterian Church, assisting. A large number of mourning friends were assembled in evidence of their respect for the memory of the deceased lady. A beautiful collection of flowers rested upon the coffin and in a room where the body was laid. About 4 o'clock P. M., the cortége started, and proceeded slowly down the avenue to the First Presbyterian Church, where the body was quietly deposited in the family vault.

PERSONAL.

Count Turenne, late Chargé d'Affaires of France in Japan, is at the Albemarle Hotel.

Gen. Gurney, of Charleston, is at the Coleman Hotel.

Judge J. H. Bell, of Texas, is at the Union-square Hotel.

Gen. A. G. McCook, of Ohio, is at the Spingler House.

Capt. W. L. Forsyth of the British Army, is at the Hoffman House.

Paymaster Frank Bissell, of the United States Navy; Hon. James Rogers, and Dr. Sawyer, of Ausable Forks, are at the Metropolitan Hotel.

Judge M. E. Richardson, of New-Orleans, and Gen. S. C. Lawrence, of Boston, are at the Grand Central Hotel.

Rev. Dr. Spencer, of Connecticut; Prof. Pearce, of Philadelphia, and Horace L. Brooke, of Baltimore, are at Barnum's Hotel.

Congressman H. H. Hathorn, of Saratoga; Gen. C. H. Prentice, of Hartford; Prof. H. A. Balcom, of Oswego; Judge W. A. Sackett, of Saratoga, and Hon. R. R. Bridgers, of North Carolina, are at the St. Nicholas Hotel.

Gen. Harlan, of Kentucky; Hon. E. R. Wiggin, of Boston; Hon. O. B. Matteson, of Utica, and Dr. F. Donaldson, of Baltimore, are at the Fifth-avenue Hotel.

Count and Countess De Bearn, of France; Col. Sibley, of Detroit; E. R. Taggart, of Philadelphia, and Senator Bayard, of Delaware, are at the New-York Hotel.

THE ARNDT AND THE MAAS.

There is little to add to the account which yesterday appeared in THE TIMES, of the arrival of the long-lost steam-ship Ernst Moritz Arndt. Obstacles pursued her even to the end, for she could not be docked in the heavy weather prevailing, owing to a schooner having calmly anchored off her pier, and accordingly she found a berth for the night off the Elysian Fields. The passengers and their friends felt as happy as the classic shades which are supposed to frequent those realms of bliss. The Captain and officers of the ship have received a handsome testimonial, signed by all the passengers. It appears that for a short time the fresh meat was exhausted, and the passengers were consoled for having to subsist on "salt horse" by free rations of wine. The lager-bier just lasted to Sandy Hook, when a barrel was presented by the Captain of a barge lying near.

Messrs. Funch, Edye & Co., agents of the Rotterdam line of steam-ships, write to contradict the rumor that they disapproved the proceedings of Capt. Geddes, of the Maas, relative to his offer to tow in the disabled steam-ship. On the contrary, they consider his conduct eminently commendable, and believe every one, from Harlem to the Battery, who knows what is usual in such cases, shares their opinion.

THE KINGSTON DRUGGIST'S "MISTAKE."

The particulars of the blunder of a druggist in Kingston, through which a little son of William Holmes of that city was killed, are given by the Kingston *Freeman* as follows: "This child had been unwell for several days from cholera infantum, and Dr. Robert Loughran had been attending it. On Tuesday evening he called and found the acute symptoms had disappeared, but there being great restlessness and want of sleep, the doctor made the following prescription in order to procure sleep:

Fluid extract belladona—10 drops.
Aqua camp—4 drams.
Aqua distili—1½ oz.

and gave it to Mr. Holmes, who took it to the drug-store of Eltinge & Perrine, corner of Hurley-avenue and Bridge-street, to have it compounded. Mr. Eltinge gave him the medicine, whereupon Holmes went home and gave the prescribed dose of one teaspoonful to the child. As the infant strangled somewhat, and acted differently from what it should according to the statement of the physician, Holmes took some of the medicine and the prescription to C. J. Masten's store on Wall-street, when Mr. Masten immediately discovered that a serious mistake had been made; that Mr. Eltinge had put up spirits of camphor instead of 'aqua camphor,' as prescribed. About 1 o'clock at night the child died from convulsions, which occurred immediately after the dose had been given, and continued until death. There can be no doubt but that the death was caused by the spirits of camphor, which is a deadly poison for a child ten months old, the age of deceased. We examined the prescription of Dr. Loughran, which had not been retained by Eltinge, according to the custom of druggists, but which was left at Mr. Masten's, and found it written plainly throughout. Mr. Eltinge has studied some three years in the office of a homeopathic physician in this city, and it is really astonishing such a mistake should be made. We find this is not the first mistake made by druggists in the upper part of the city. A short time ago a prescription was filled at a drug-store in the upper part of Wall-street, that came very near causing the death of a gentleman. The prescription was corrosive sublimate, four grains, and pulverized opium, eight grains; thirty-two pills. The clerk in the store made up the prescription by putting in each pill the full amount of corrosive sublimate prescribed for the thirty-two pills. Of course there was enough poison in each pill to have killed several men, but as it happened the doctor had ordered the dose to be taken before eating, and when the medicine came, the gentleman, having just eaten his supper, thought he would wait until the next morning and take it before breakfast. In the evening the physician again called, and discovering the mistake, took away the medicine. What can we say of men who will tamper with human life by allowing ignorant clerks to fill out prescriptions."

A LAME DEFENSE.

To the Editor of the New-York Times:

Allow me to state, in reply to the communication of Mr. I. C. Noot, in to-day's TIMES, that no powders were delivered to him, and consequently no mistake was committed. Mr. Noot opened a powder before the box containing them was handed to him, thus giving my assistant no time to inquire if the powders were for an adult or for a child, since no such remark was made on the prescription written by Dr. H. I had made up some powders ordered by another physician for an adult person. In my absence Mr. Noot called for his powders, and my assistant, not seeing the usual notice on the prescription whether it was intended for a child or not, was about asking for the information when Mr. Noot opened the box, and then refused to have his own order filled. If he had waited a few minutes he would have found, to his own satisfaction, that no mistake could possibly have been made, since it is a rule established in most drug-stores to inquire whether a prescription containing opium is intended for a child or an adult. Respectfully,

CHARLES WOYSKY.
Corner Avenue C and Fourth-street.

[This reply seems to us very unsatisfactory. It was no fault of the druggist that the powders were not delivered. The prescription surely gave the *quantities* to be made up, and it was not left to the discretion of the druggist to decide whether the powders were for a child or an adult.]

CONCERNING BABIES.

To the Editor of the New-York Times:

Your article in to-day's TIMES, headed "Infant Mortality," makes some of us, who still survive Register Harris' "treeless furnace," pray for the mothers of New-York, who are ever and anon being distracted by journalistic "rules" for infant feeding by "experienced" doctors.

The baby is the all-absorbing object of interest to the mother, but we are afraid the babies will all be absorbed by the conflicting "rules" of the "experienced" doctors, who differ, as they have a right to, upon the subject of babies most heroically. They all agree upon keeping the babies clean and giving them fresh air, and so do less learned people; but when they come to dress and diet, then the baby is likely to go naked and hungry, while the mother waits for the doctors to agree. Thus one set of "rules" says: "Dress the baby warmly; swathe him or her in flannel, (red preferred;) cover the legs and bowels and arms." The other "rules" tell us to "dress the baby lightly in linen or muslin; put no hot, irritating, scratching flannels on; but let everything about the babe be cool and invigorating." Now what shall an anxious mother do to reconcile these "experiences" of learned doctors, and at the same time save her baby?

Then as to bathing the baby. One says, use warm water; another tepid; then a third says, use cold water. Who is to be the judge, the mother or the baby? And shall a mother be on the safer side when she chooses to let the baby go dirty while the doctors try to agree? Babies know some things, and those of us who have washed babies know that many babies are perfectly happy and playful in a cold bath, and come out of it hungry and strong, while they pine and fret in a warm bath. So, we say, let the baby be the judge; and you may depend upon a unanimous and vociferous selection of a "rule" for that particular baby.

Now, with regard to feeding babies. All agree that it isn't the proper thing to give a nursling vegetables, fruits, and sour milk. We don't pay doctors for telling us that.

Now hear rule 6, of Dr. B. D.: "When the child vomits, after taking food, do not give it any more for a couple of hours. The fact of its vomiting shows its stomach for some cause does not tolerate food—so give it rest." There's pathology for you! "Some cause" prevents the child's stomach from tolerating food. Well suppose, after the infant nurses or feeds, some loving relative should pick it up, or jog it à la trip-hammer, and the little cylinder of a stomach should let the food slop over and out from the mouth—for this is really the mechanism of it—are you going to punish that innocent young one, thus deprived of its meal, by making it undergo the pangs of hunger for two mortal hours? Or if it gets laughing or crying, and slops over in the effort, are you going to starve him for it? Answer him, mothers! Everybody knows that the slightest disturbing cause will make a child vomit, and that it is the natural thing for them to do, so that it is a proverb that "a spewing baby is a thriving baby."

As to corn-starch, farina, oat-meal, and all that farinaceous diet, as a rule, it is best not to give it, for milk is the natural food and is always attainable. Still many a child starves on city or mother's milk and gets fat on oat-meal gruel, arrow-root, farina, bread and milk, crackers, &c.

The sum of all this is then that babies differ in their wants as much as doctors in their "experiences," and you had better study the baby rather than the rules published for its education. Mothers know quite as much as some other people about feeding their appendix—the baby—and they had better use their instincts and intelligences before trying the bewilderments of "experienced" doctors' rules.

NEW-YORK, Saturday, Aug. 9, 1873. SQUILLS.

BROOKLYN BOARD OF HEALTH.

The Brooklyn Board of Health met yesterday afternoon, Gen. Jourdan presiding. Sanitary Inspector Fiske reported that the condition of Offal Dock No. 2 was dangerous to life and detrimental to health, a large scow, used as a receptacle for dead animals, being submerged, and the decomposing animal matter emitting offensive effluvia. The general condition of the dock was complained of, and the board passed a resolution directing the contractor to remove offal and night-soil as often as directed by law. [illegible] of the contractors for the removal of night-soil [illegible] the offal dock applied for permission to remove it to the country, to be sold to farmers as a fertilizer. The board decided to grant this and all similar petitions on the furnishing of bonds to perform the work in a proper manner.

CITY AND SUBURBAN NEWS.

NEW-YORK.

The free reading-room of the Cooper Union for the Advancement of Science and Art will reopen and remain open as usual, on and after Monday, the 18th inst.

Maurice Wellinghoff, of No. 763 Madison-avenue, charged John Andrews, of No. 333 West Twenty-seventh-street, with having stolen from him a trunk containing clothing valued at $91. The prisoner was held in $1,000 to answer.

During an altercation at the corner of Seventeenth-street and Avenue A, last night, Michael Curley, of No. 402 First-avenue, was severely cut about the head by Daniel Hogan, of No. 500 East Seventeenth-street, who was arrested.

Controller Green paid yesterday through his paymaster, Moor Falls, the pavers on public works to July 31, the roll received same day, $8,386, and the dock roll, amounting to $8,097, received on Wednesday, was also paid yesterday by Mr. Falls.

At the Jefferson Market Police Court James Murphy, of No. 276 West Thirty-eighth-street, was yesterday committed in default of $1,000, on a charge of having stolen a silver watch and a quantity of clothing from Washington Moran, of the Orphan Asylum in One Hundred and Tenth-street, near Ninth-avenue.

Charles Curtis, of No. 156 West Tenth-street, was held in default of $1,000 on the complaint of Henry Geigermann, of No. 685 Broadway, who alleged that he had stolen from him three gold watches worth $200. Curtis had been in the habit of selling watches for Geigermann, who paid him a certain commission for so doing, but in this instance he failed to make any return of the proceeds of the sale of the watches.

Collector Arthur presented, in behalf of the British Government, a handsome barometer to Osborn S. Nicholls, first mate of the American ship General McClellan, yesterday afternoon. The gift, which was forwarded through Minister Thornton, was made in appreciation of the services of Mr. Nicholls in rescuing the crew of the bark Crusader, of Liverpool, from the wreck of that vessel in September of last year.

Controller Green reports the following amounts paid yesterday into the City Treasury: Amount of taxes, assessments, water-rent and interest, $5,950 38; Assessments for street openings and improvements and interest, $3,950 17; permits to build vaults, $1,893 37; permits to connect with sewers, $340; Croton-water rents and penalties and permits to tap water-pipes, $5,442 90; market rents and fees, $305 25; permits for street-stands, signs, and show-cases, $1,444; licenses, $102 25; total, $19,430 32.

BROOKLYN.

No assessors were appointed yesterday, and it was generally reported about the City Hall that the appointments would not be made until to-morrow. The caucus "slate" is said to have been somewhat changed, only two of the four nominees having been so far accepted.

The Police Commissioners have instructed the Captains of the various precincts that they will be held responsible for the suppression of gambling in their respective districts. In all cases where liquor-saloons are connected with gambling-houses the licenses of the former will be revoked.

During last week, 295 deaths occurred in Brooklyn, being forty-three less than the previous week, and forty-two less than the corresponding week of last year. The fatal cases of cholera infantum numbered ninety-seven, a decrease of sixteen as compared with the previous week. The deaths from scarlet fever show a slight increase, seven occurring during the week. Single cases of small-pox and measles are reported. Of the 295 persons who died, 40 were men, 35 women, 123 boys, and 97 girls.

LONG ISLAND.

The camp-meeting at Merrick, under the direction of the Long Island Camp-meeting Association, closed yesterday, owing to the storm. A large number of intending visitors were prevented from attending the closing exercises.

The loss caused by the conflagration on Wednesday, at Autenrieth's cabinet factory, Hunter's Point, is not so great as the proprietor at first supposed. The value of the stock destroyed does not exceed $20,000.

STATEN ISLAND.

The Germans of Edgewater village have organized a corps to be known as the Staten Island Schuetzen Corps, which will have a festival and trial of skill at rifle-shooting at Bechtel's Park, Stapleton, on the 8th of September, winding up with a concert and ball in the evening.

NEW-JERSEY.

The charter election of Newark will take place on the 14th of October. A Mayor and full ticket is to be elected.

A woman named Camelia Hammond was last night found wandering about the streets of Hoboken in a state of insanity.

John Moran, of Jersey City, who has been insane for some time, yesterday attempted to kill his wife. He will be sent to the asylum.

Two more races are announced at the Secaucus Track, one on Monday, the other on Thursday next. Three entries have been made thus far.

The Presbyterians of Caldwell are erecting a substantial church edifice in place of the structure which was destroyed by fire last November.

Marshal Bailey, of Jersey City, has collected $110 for the family of Deputy Marshal Stephenson, who was murdered in that city a few weeks since.

The lower part of New-Brunswick was flooded yesterday by the overflow of the Morris-street brook, and several factories were compelled to suspend business.

Wm. Carroll, a Jersey City junk-dealer, was yesterday delivered to a New-York officer, on the requisition of Gov. Dix, charged with receiving stolen goods.

Conrad Teere, a prominent citizen of Newark, died suddenly Wednesday night, from apoplexy, aged seventy-eight years. He was formerly in business with Congressman Halsey.

A team of horses and a coach, valued in all at $4,000, were stolen from the stable of S. D. Brown, of Paterson, some time Wednesday night. There is no clue to the thieves, or the route they took.

The Paterson Tax Commissioners yesterday fixed the valuation of the locomotive establishments in the city as follows: Rogers Works, $900,000; Grant Works, $380,000; Danforth Works, $500,000.

The second $100,000 of the recent loan effected by Jersey City was paid into the Treasury yesterday. It will last as long as Mayor O'Neill requires time to sign the warrants awaiting his signature.

When the route of the proposed new railroad from Easton to Amboy was surveyed through Newmarket, the property owners estimated the lands to be taken at $102,690. The Commissioners have made an award of $13,661.

Robert Johnson was arrested in Hoboken last night, charged with attempting to swindle several car conductors by telling them that he was a "spotter" and should report them unless they paid him. He was committed for trial.

Three sneak-thieves yesterday entered the house of James B. Emory, No. 240 Jersey-avenue, Jersey City, but were interrupted before they had secured anything. Two escaped, but the third was arrested and committed for trial.

Some children who were playing in Hudson-street, Jersey City, fastened a little girl in a boiler lying on the walk, and left her there. When found and released, which was not until two hours after, she was nearly dead from fright and nervous exhaustion.

George Faruival, a noted rough, of Paterson, is under arrest for mayhem, having nearly bitten off the thumb of Officer Wildes, who attempted to arrest him for being drunk. It is said that he will be delivered to the authorities of New-York for attempting to kill a man named Adams, in Brooklyn.

John Roach, aged sixteen, was run over by a lager-beer wagon and instantly killed at Weehawken, on Wednesday night. There is an inclined plane at the point where the accident occurred, and the lad in front of the horses as they were going down hill, and were beyond control. The driver, Alfred Vett, was placed under bonds to await the result.

William Goodwin, an employe of the Pennsylvania yard, was run over and killed in the storm of Wednesday night. His right leg and arm were cut off. He was alive when found by the track-master, but died at 2:30 yesterday morning. It is not known how the accident occurred, but it is thought he must have fallen from a train. Deceased was unmarried.

A wealthy Paterson gentleman was ejected from an Erie Railway train on the Newark Meadows, on Monday, because he refused to pay his fare from Newark to New-York, having in his possession a through ticket, on which he had that morning ridden from Paterson to Newark. He proposes to carry the matter into the courts and test the right of the company to eject him.

VIEWS FROM A MOUNTAIN-TOP.

The number of birth-places of noted men that are in sight from the top of Kearsarge, in New-Hampshire, is remarkable. On the eastern side you look almost directly down upon a district ten miles square, in which were born Ezekiel and Daniel Webster, William Pitt Fessenden, John A. Dix, Farmer, the electrician, and the Bartlett family, (including Ichabod,) famous in New-Hampshire. Vice President Wilson was born in Farmington—Lewis Cass in Exeter, United States Senator Grimes in Deering, United States Senator Chandler in Bedford, Levi Woodbury in Portsmouth, Horace Greeley in Amherst, Gen. Butler in Deerfield, Franklin Pierce in Hillsborough, Chief Justice Chase in Cornish, and Chief Justice Chase of Maine in Rumney, and all these places may be seen from Kearsarge.

FLOODING THE DESERT.

A portion of the Chapman Expedition, which has been engaged in the exploration of the Valley of the Colorado, on the eastern base of the Lower California Mountains, has returned to San Diego, Cal., and from Capt. Bailey, one of their number, the *Union*, of that city, has learned something concerning their operations. It says: "The progress of the survey has been very rapid, considering the great difficulties necessarily encountered in a region of country inhabited only by Indians. The floods caused by the rise in the waters of the Colorado River, while materially aiding the party in making their observations, have, at the same time, impeded and seriously obstructed their movements. Mr. James, the engineer in charge, is a skillful and competent man, ready to meet all emergencies, and his management has been very successful and most satisfactory. He first proceeded from the base of the mountains of Lower California to the overflowed banks of New River, or Hardy's Colorado. This natural irrigating canal, bearing the back water of the Colorado to the depressed basin of the desert, is below the level of the sea. Along the south-west side of this canal runs a sandy ridge. Crossing this ridge there is found, not many leagues below the Mexican boundary line, a lagoon, filled with salt water, connected by means of a slough with the head of the Gulf of California. The problem was, to ascertain whether a practical plan could be devised for connecting this lagoon with the New River Canal, so as to flood the greater portion of the desert with salt water and form a lake. This, it is found, can be done at a comparatively small cost. There is a place where the distance between the logoon and this desert canal is quite short, and the cut required to be made may easily be accomplished and, at a slight cost, kept open. The flood of the Delta, caused by the high water of the Colorado, obstructed the passage of the teams, so that the entire party were prevented from proceeding to the mouth of New River on the bank of the Colorado. Mr. James was determined to get back to the river himself, and consequently sent back the teams to this place in charge of the greater portion of the party, retaining with him only Mr. Samuel Purdy, Jr., and one other man. He was accompanied by a Cocopah chief, who acted as guide and general mentor. Capt. Bailey came back with the advance portion of the return party. The intrepid James, with his corporal's guard, had with them three pack-mules loaded with provisions, with which they intended to ford, swim, or raft over the floods a distance that appeared at least twenty miles. They intended and probably have reached the banks of the Colorado, where they will await the 'Newbern,' if not too long delayed. By proceeding by land or steamer they will soon reach Fort Yuma, whence they will take passage for San Diego immediately on the stage. We may soon expect to see the party safely returned, with interesting reports to make. The lands flooded by the overflow are reported to be of the richest character, capable of great production."

AN IOWA WOMAN'S PECULIARITIES.

The Davenport (Iowa) *Democrat*, in noticing the report of the performances of J. R. Brown, lately published in the Chicago newspapers, says that a highly educated and refined lady of that city, Mrs. Bleik Peters, possesses the same remarkable powers. Though adverse to exhibiting her peculiar "psychic" state, it says she occasionally astonishes her friends by performing the most marvelous feats while in a state of seeming somnambulance, and it is not at all necessary that she should be thrown into a mesmeric trance to elicit those powers. As in the case of the young man from Red Oak, simple contact with the party knowing the secret work to be performed is sufficient. The editor of the *Democrat* says that he has tested the lady's occult faculty on several occasions. Once in particular, he placed his watch in a box, locked the box and put the key in a third party's pocket; then placed the box in a basket, and, after tying all the hard knots he could invent, hid it in an adjacent room, no one but himself being cognizant of the facts. He then resolved that the lady should discover that watch and place it in her husband's hands. He, without intimating an idea of his desire, merely laid his hand gently upon the lady. She immediately closed her eyes and glided rather than walked to the door of the room, opened it, went to the table, took up the basket, leisurely untied the knots, took out the box, carried it to the gentleman who had the key, which, obtaining, she unlocked the box, took out the watch, and placing it in the hand of her husband, started at once into the realization of having performed some involuntary act. This lady is susceptible to the influence at all times, and from any friendly hand, so that mesmeric power seems to have nothing to do with it. So powerful is the control which her husband has over her intellectual faculties that he can control her actions when out of sight and some distance away. He has been known to sit in the garden while the lady was busied with her household duties, and by a mere act of volition has enforced obedience to his unuttered wishes.

ANOTHER PROHIBITION CONVENTION.

The following call has been issued for a prohibition State mass-convention in Syracuse on the 27th inst.:

To Temperance Friends:

A more perfect union among those who feel the need of radical action against the rum traffic is demanded in the State of New-York. Without such union they can hope to accomplish but little; with it we believe the time has come when they can do much. In January last the undersigned were appointed a committee by a State convention representing such as then believed our old political parties to be hopelessly compromised by their connection with the liquor interest, and it was a public duty to organize separately for political action upon a platform looking to general prohibition and the amendment of our State Constitution to that end. Events since that date have led many others to adopt similar views of policy; but owing to circumstances and influences not now necessary to be considered, there has not been that general and cordial co-operation among all entertaining them, as is desirable. While those with and for whom we act will not hesitate to go forward in the path they have entered upon, without regard to the course of others, if, in their judgment, it is necessary for the cause of Temperance reform, they desire that there should be union and conciliation, and are resolved that no question of pride of organization shall stand in the way. To that end we would invite all agreeing in the views above expressed to meet with us at Saratoga, on the 27th inst., during the convention called by the National Temperance Society, and when many friends of the cause will be brought together, to confer with reference to, and as far as possible unite in calling a convention to nominate a State ticket to be supported by temperance voters at the approaching election, and to take such other action as may be called for.

Simeon Brownell, Edward Crummey, Dwight Williams, Geo. Bowen, Jr., G. H. Wheeler, Isaac Harris, Thomas Lape, A. C. Rose, Prohibitionist State Executive Committee.

SIMEON BROWNELL, Chairman.
G. H. WHEELER, Secretary.
AUG. 5, 1873.

AN AMATEUR RACE.

John Mullens and John Smith, two well-known tradesmen of Jersey City, ran a foot race in the storm yesterday morning at 5 o'clock, for a purse of $50. The course was from the corner of Newark-avenue and Grove-street, to Library Hall and return, the start to take place at the time named if only one man was present. Mullins was on hand and started, but Smith did not get away till fifteen minutes later. Mullins made the distance in thirty minutes and won the race.

LIVE STOCK MARKETS.

CHICAGO, Aug. 14.—Cattle dull; receipts, 3,000; prices weak; the best sale to-day was a small bunch of Extra Steers, averaging 1,430 lbs., at $6 30; fair to choice sold at $5@$5 55; through and Corn-fed Texans, $2 75@$4 37½; shipments, 2,600. Live Hogs active; receipts, 11,000; declined about 5c. on Yorkers, at $4 65@$4 95; market less active at a decline of 10c.@15c. on heavy grades, at $4 45@$4 60; shipments, 7,000. Sheep firm and active; receipts, 700; market a shade higher for best grades at $4 25@$4 50.

BALTIMORE, Aug. 14.—Cattle opened fairly active and closed slow; very best on sale to-day, 5½c.@6¾c.; that generally rated first quality, 4¾c.@5½c.; medium or good fair quality, 3¼c.@4¼c.; receipts, 1,126 head; sales, 1,125 head. Hogs in fair demand at 7¼c.@7½c. for light smooth; receipts, 7,222 head. Sheep in good demand; good fat, ¼c. higher; sales of common to fair at 4c.@5¾c.; fair to good, 5c.@5½c.; receipts, 4,193 head.

NAVAL STORES MARKET.

WILMINGTON, N. C., Aug. 14.—Spirits of Turpentine firm at 39c. Resin steady at $2 50 for Strained, $3 50@$3 75 for Pale. Crude Turpentine quiet at $2 for Hard, $3 30 for Yellow Dip and Virgin. Tar dull at $3 20.

PASSENGERS SAILED.

In steam-ship Magnolia, for Savannah.—S. Barse, W. A. Griffin, J. L. Kennedy, Geo. McConihe, Mrs. Eliza Wilson, C. Williams, J. Williams, M. Copley, Wm. Harley, Wm. Bell, J. J. Williams, Fred. Williams, W. T. Thompson, Miss Julia Harley, Mrs. Mary Bell, C. H. Jantley, S. P. Ivey.

MINIATURE ALMANAC—THIS DAY.

Sun rises....5:10 | Sun sets.....6:58 | Moon rises..11:13

HIGH WATER—THIS DAY.

Sandy Hook.1:08 | Gov. Island..1:57 | Hell Gate...3:19

MARINE INTELLIGENCE.

NEW-YORK....THURSDAY, Aug. 14.

CLEARED.

Steam-ships Ionia, (Br.,) Dowsett, Hull, Eng., R. E. Morgan's Sons; Hansa, (Ger.,) Janver, Bremen via Southampton, Oelrichs & Co.; Cimbria, (Ger.,) Stahl, Hamburg, &c., Kunhardt & Co.; Magnolia, Cheeseman, Savannah, Ga., Wm. R. Garrison; Metropolis, Nickerson, Wilmington, N. C., Lorillard Steam-ship Co.; Bristol, Wallace, Philadelphia, J. Hand; Isaac Bell, Blakeman, Norfolk, City Point, and Richmond, Old Dominion Steam-ship Co.; Glaucus, Bacon, Boston, H. F. Dimock.

Ships Guardian, Ames, Antwerp, J. W. Schmidt & Co.; Kate Davenport, Otis, Naples and Leghorn, J. W. Elwell & Co.; Bridgewater, Todd, San Francisco, Simonson & Chesebrough.

Barks Queen of the South, (Br.,) Adair, Port Chalmers and Wellington, N. Z., Arkell, Tufts & Co.; G. de Zaldo, Miller, Matanzas, Cuba, Waydell & Co.; Maria Christina, (Ital.,) Tavarino, Trieste, Slocovich & Co.; W. R. Anderson, Brandt, Havana, Cuba, J. E. Ward & Co.; Edward McDowell, Greenough, Galveston, R. M. Stackpole; Colonist, (Norw.,) Nordby, Copenhagen, Funch, Edye & Co.

Brigs Amelia, (Br.,) Deal, Montevideo, for orders, Brett, Son & Co.; Nora, (Br.,) Legg, Queenstown or Falmouth, for orders, G. F. Bulley.

Ships Maid of the Mist, Smith, Jacksonville, Fla., R. J. Wenberg; Thomas J. Fraser, Plum, Aux Cayes, Youngs, Smith & Co.; Alvarado, Torrey, St. Augustine, Fla., W. Ray; Louise F. Mallery, Stetson, Savannah, Bentley, Gildersleeve & Co.

ARRIVED.

Steam-ship St. Olaf, (Norw.,) Heitberg, London Jul 20 and Bergen 29th, with mdse. and 172 passengers to Funch, Edye & Co.

Steam-ship Hammonia, (Ger.,) Voss, Hamburg July 30 and Havre Aug. 2, with mdse. and 659 passengers to Kunhardt & Co.

Steam-ship Colimar, (new,) Maury, Chester, Penn., in ballast to Pacific Mail Steam-ship Co.

Steam-ship Hatteras, Stark, Lewes, Del., with fruit to Old Dominion Steam-ship Co.

Steam-ship City of Merida, Timmerman, Havana Aug. 9, with mdse. and passengers to F. Alexandre & Sons.

Ship Lillie Soullard, (of Yarmouth, N. S.,) Webster, Lisbon 39 ds., with mdse. to Boyd & Hincken.

Ship Wellington, (of Windsor, N. S.,) Harris, Liverpool 32 ds., with mdse. to Jas. W. Elwell & Co.

Ship Tellus, (Norw.,) Thoresen, Havre 38 ds., in ballast to Funch, Edye & Co.

Bark Saga, (Norw.,) Olsen, Amsterdam 30 ds., in ballast to order.

Bark Paul, (Ger.,) Klatt, Gloucester, England, 44 ds., with salt to order—vessel to J. W. Schmidt & Co.

Bark Hanna, (Nor.,) Lutken, Limerick 38 ds., in ballast to Funch, Edye & Co.

Bark Anna Howitz, (Ger.,) Huff, Dublin 60 ds., in ballast to C. Tobias & Co.

Bark St. Christopher, (Ger.,) Grandhoff, Boston 3 ds., in ballast to C. Tobias & Co.

Bark Dagmar, (Norw.,) Olsen, St. Nazaire 46 ds., in ballast to Funch, Edye & Co.

Bark Giovanni, (Aust.,) DeLuyk, Antwerp 50 ds., with mdse. to J. W. Schmidt & Co.

Bark Eliza Avelina, (of Yarmouth, N. S.,) Munro, Hamburg 45 ds., with mdse. to Funch, Edye & Co.—vessel to Kinne, Ross & Co.

Bark Lindesnaes, (Norw.,) Jonassen, Troon 53 ds., with coal to order.

Brig Maria Wheeler, (of St. George, Me.,) Barker, Port Caledonia, C. B., 12 ds., with coal to Bird, Perkins & Job—vessel to S. C. Loud & Co.

Schr. Geo. B. McFarland, (of Thomaston,) McFarland, Sydney, C. B., 10 ds., with coal to C. B. Swain & Son—vessel to S. C. Loud & Co.

Schr. Charlie H. Dow, (of Dennis,) Howes, Sydney, C. B., 10 ds., with coal to C. B. Swain & Son.

Schr. Waterloo, (of Deer Isle,) Beck, Port Caledonia, C. B., 11 ds., with coal to Bird, Perkins & Job—vessel to H. W. Loud & Co.

Schr. Germ, (of St. Andrews, N. B.,) Holmes, St. Johns, N. B., 12 ds., with lath to Jed. Frye & Co.

Schr. Mary E. Van Cleaf, (of Camden,) Lamb, Cow Bay, C. B., 12 ds., with coal to C. B. Swain & Son—vessel to B. F. Metcalf & Co.

Schr. Ocean Bell, (of Rockland,) Mills, Port Caledonia, C. B., 10 ds., with coal to Bird, Perkins & Job.

Schr. D. G. Floyd, Clifford, Fall River, for Elizabethport.

Schr. E. P. Church, Gifford, Bristol, with lobsters to Wm. Chapman.

Schr. Kate Scranton, Palmer, Providence, for Rondout.

Schr. Harvest, Corwin, Providence.

Schr. Maria Fleming, Williams, Providence, for Rondout.

Schr. W. F. Burden, Adams, Providence, for Rondout.

Schr. George H. Mills, Tilerson, Providence, for Baltimore.

Schr. Margaret Jane, Kennedy, Providence, for Haverstraw.

Schr. Treasure, Taylor, Providence, for Elizabethport.

Schr. P. S. Lindsley, Hamilton, Providence, for Elizabethport.

Schr. Albert Pharo, Bingham, Providence, for Elizabethport.

Schr. Daniel Webster, Packer, Providence, for Elizabethport.

Schr. A. F. Kindberg, Thomas, New-Haven, for Baltimore.

Schr. Vermilion, Hallock, New-Haven, for Elizabethport.

Schr. Native, Dehart, Wickford, for Elizabethport.

Schr. Forest, Bennett, Rockland, with lime to J. A. Haviland.

Schr. Fashion, Slattery, Providence.

Schr. John Hickey, Hulse, New-Haven.

Schr. Francis Burrett, Allen, New-Haven.

Schr. Minerva, Brightman, Fall River.

Schr. L. A. Tolles, McMullen, Providence.

Schr. Samuel Carlton, Burke, Pawtucket.

Schr. John Stockham, Hart, Providence, for Elizabethport.

Schr. Ellen Barnes, Brown, Fall River.

Schr. Effort, Rich, Fall River.

Schr. Thomas Cahill, Allen, Pawtucket.

Schr. E. S. Dean, Macomber, Fall River.

Schr. H. W. Benedict, Higbee, New-Haven.

Schr. Cyrus Chamberlain, Ryder, Fall River.

Schr. James English, Barker, Providence.

Schr. Mary Matt, Barker, Providence.

Schr. Pacific, Ginn, Newport.

Schr. W. D. Mangam, Chase, New-Bedford.

Schr. Coral, Kent, Salem.

Schr. Copia, Nest, Boston.

Schr. Bela Peck, Avery, Pawtucket.

Schr. Fannie Mitchell, Rich, Pawtucket.

Schr. Elizabeth, Small, Pawtucket.

Schr. Angler, Besse, New-Bedford.

Schr. Eleanor, Larder, New-Haven.

Schr. Charger, White, Norwich.

Schr. N. Berry, Young, Bridgeport.

Schr. Ella Jane, Allen, Bridgeport.

WIND—Sundown, fresh, E.; raining.

SAILED.

Steam-ships Cimbria, for Hamburg; Denmark, for London; Cleopatra, for Havana; Magnolia, for Savannah; Ellen S. Terry, for Newberne; Isaac Bell, for Richmond.

BY TELEGRAPH.

BOSTON, Aug. 14.—Arr. steamers Tarifa, from Liverpool; Neptune, from New-York; ship Agenor, from Liverpool; bark R. H. Purington, from Cardenas; brig Novelty, from do.

Arr. barks Venia, from London, and Cardenas, from do.

The bark R. H. Purrington, from Cardenas, for Queenstown, put into this port to-day with the pumps out of order. The vessel is tight.

CHARLESTON, S. C., Aug. 14.—Arr. steamer Mercedita, from Boston.

Sld. brig W. H. Parks, for New-York.

SAVANNAH, Ga., Aug. 14.—Sld. steam-ship Herman Livingston and bark Linda Stewart, for Matanzas; brig Alex. Williams, for Yarmouth, N. S.

VINEYARD HAVEN, Aug. 12.—The steamer United States, of Fall River, with excursionists, arr. at this port to-day.

Arr. schrs. Red Beach, New-York, for Boston; Brunette and Tahmaroo, do., for Bangor; D. Talbot, Philadelphia, for Bath; J. R. Atwood, New-London, for Plymouth; Julia Baxter, South Amboy, for —; Gipsey, (Br.,) St. John, for Fall River; H. P. Cushing, Bangor, for Vineyard Highland; Henry Castoff, Edgartown, to load for Hempstead Bay; fishing schr. Bartie Pierce, Boston, for George's Banks.

Returned, schr. Elizabeth.

Sld. schrs. Mary T. Carson and Gipsey.

Wind easterly, fresh; clear.

Aug. 13.—A. M.—Arr. schrs. L. & M. Reed, Philadelphia, for Boston; A. H. Sawyer, Cold Spring, for do.; L. M. Strout, Port Johnson, for do.; Mary Ann McCann and Florence N. Tower, do., for Salem; Charlie Steadman, do., for Augusta; Amelia, New-York, for Bangor; Venilia, do., for Gloucester; Hudson, do., for Annisquam; T. Benedict, Woodbridge, N. Y., for Portland.

Sld. steamer United States; schrs. Hudson and Venilia.

Wind E. N. E., fresh; overcast.

EUROPEAN MARINE NEWS.

LONDON, Aug. 14.—The Anchor line steam-ship Ismalia, Capt. Ovenstone, from New-York July 30, has arr. here.

QUEENSTOWN, Aug. 14.—The Inman line steam-ship City of Limerick sld. from this port to-day, for New-York.

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